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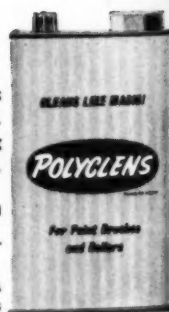
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# THE MOTOR CYCLE

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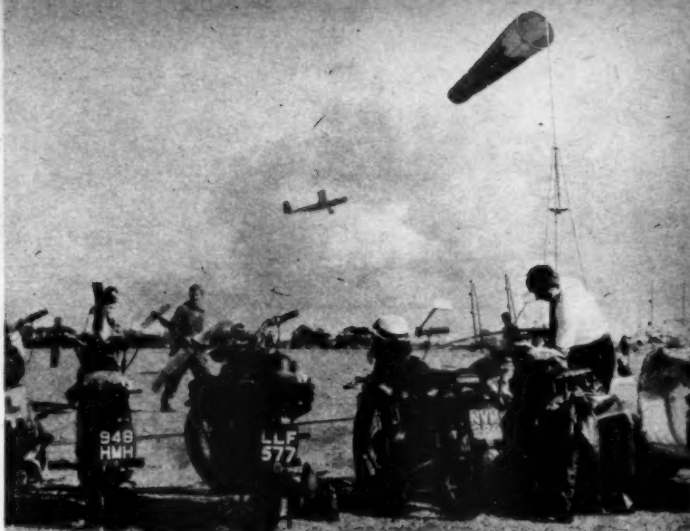
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EVERY THURSDAY

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More and more motor cyclists are combining model aircraft flying with motor cycling. This picture was taken during a rally at Radlett, Herts

## Enduring Mystique

THE great series of Isle of Man T.T. Races is nearly upon us. Practice is already half over. The first race of next week's series, the Junior T.T., will be held on Monday, only four days hence. On Wednesday the two Lightweight classes, for machines of 125 and 250 c.c., and the Sidecar T.T. take place and, on Friday, the Senior T.T. brings the week to a thrilling close. (A comprehensive guide to the series and a report of the early practising appear elsewhere in this issue.)

Members of the lay public, yes, and some motor cyclists, too, find difficulty in understanding fully enthusiasts' passion for the Isle of Man races. Yet is it so difficult to appreciate? Visualize an island out in the Irish Sea, with Snaefell Mountain as its most prominent topographical feature and with roughly a half of the whole of the island's area embraced by a racing lap—a lap that begins at little above sea level, rises to 1,401 feet over the Snaefell climb and plummets back to sea level in a matter of six miles. The entire 37.73-mile classic Mountain lap consists, in fact, of the roads used by the islanders and visitors in their normal everyday or holiday pursuits. No other road-race circuit in the world—the German Nürburgring that was designed specifically for racing included—equals the Manx lap as a test both of rider and machine. To its problems and its intricacy Britain owes her age-long rider supremacy. The mystique of the Mountain course will endure as long as racing motor cycles are made.

## Power to Spare

IS any summing-up possible on the spate of correspondence that has arisen from an innocuous few words written by a reader signing himself "Proserpine" in the issue dated April 17? Will a true summing-up ever be possible? "Proserpine's" contention is that several present-day models are as fast as the obsolescent 998 c.c. vee-twins "without," he adds significantly, "the inclusion of numerous amateur and so-called improvements." Since his challenging phrases were published, 20 times as many letters have been received as have appeared in print. Owners of vee-twins have risen to the bait as though in answer to a clarion, and rallied from close, unflinching ranks. The points they have made have been forthright but hardly varied. What they chiefly want from a machine is a high cruising speed without fuss, reasonably good fuel consumption and good bearing life. They also want "character."

All things are relative, and in the final analysis those who have written are patently seeking the same traits; it is only in the degree in which they want them that their opinions differ. The call for a high cruising speed comes over loud and clear from both camps. The argument stems from the fact that one camp demands a greater reserve of power than does the other. Those who heap abuse on "Proserpine's" head and those who defend him (her?) make one point clear. The desire for big engines, for a useful reserve of power, is as strong today as ever it was among the hard core of Britain's motor cyclists.

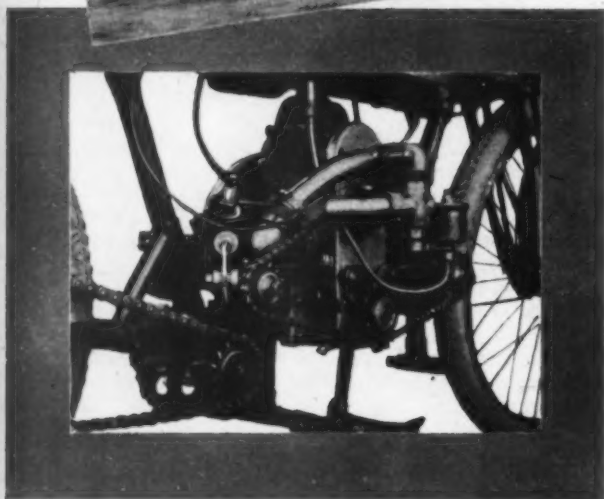


# Occasional

## By "IXION"



On the left are twins Kevin and Brian McAnelly, competing at a Belmont scramble earlier this month. With their Norton sidecar outfit the youthful brothers fight determinedly—as the picture shows—wherever they compete. Below left: This engine is claimed to be the first overhead-camshaft Douglas. It was a standard side-valve when manufactured in 1919 and was converted to chain-driven o.k.a. in 1921 by a New Zealand enthusiast, W. M. Davy. The print has been presented to "The Motor Cycle" by New Zealander H. H. Moller who rode in the 1926 Senior T.T. and is to see this year's races



### The "Scottish"

THE Scottish Six Days' Trial still lives up to its enviable reputation. I well remember in the first of the series sitting outside a pub discussing tankards with two southrons who had never before been north of Edinburgh. One of them expatiated at length on the magnificent scenery of Scotland, the wit and friendship of the natives, the teasing riding problems which their primitive roads so often presented, the appetite which the keen air provoked, the satisfaction of the same with Scots salmon, Scots mutton, Scots ale and Scots whusky, the sly chaff of the Scots maidens and so forth. When he paused for breath, his pal said exactly six words: "But it ought to have a lid!" If one could rely on moderately humane weather, it would furnish the finest riding holiday in the world (beg pardon—wurruld). So often the cold and the rain have converted the "Scottish" into an ordeal. All who have ever competed in it will remember the Scots method of running a trial—as few rules as possible, tact and sense in

applying them. Too often big trials in England have reminded us of words which Shakespeare put in Isabella's mouth (in *Measure for Measure*): "Man, proud man, drest in a little brief authority . . ."

### The Joy of Gears

AN almost elderly correspondent puts a nearly new emphasis on motor cycling in a letter to me this week. After years on five-hundreds he "descended" in the spring of 1957 to a two-speed moped. It imposed upon him a driving skill which lent a new savour to almost every manoeuvre which the road or the traffic or his mood might suggest. With the five-hundreds he just got into top gear and virtually stayed there. With the wee moped and merely a couple of ratios he is perpetually "swopping cogs." Always there is a precisely right moment at which to make each swop. Last summer he went to Switzerland. With his weight plus luggage there was often a genuine doubt whether he might not stick on some of the cols. If by meticulous care he evaded a conk-out there was still the problem of keeping in the higher gear along the milder grades and thus avoiding being pegged down to low gear for the whole climb. So, he claims, the little 'uns have a charm that is all their own because they demand more intelligence from their riders. (I can add that this particular charm was most marked in the first decade of our sport when we had only a single gear, when the surface carburettor was apt to "lose the mixture" as the fuel got joggled over a bump, when a few furious revs of the pedals could avert a descent to the bottom of the hill and a fresh attempt at the climb, and the ignition needed adjusting almost as often as the air lever.)

### Virgin Pioneers

JIM SHELDON is, of course, perfectly right in stating that some of the surviving pioneer machines flaunt themselves in absolutely virginal and original condition while others, having lost bits and pieces in the course of half a century, are adulterated by quite modern substitutes. What's the odds? If a trial or an exhibition sets out to be purist, why shouldn't it? If an owner wishes to use his antique daily, why shouldn't he stick on a modern carburettor and a modern magneto? Readers will remember the enthusiast who could not sleep until he had secured authentic transfers to stick on his ancient reconditioned Triumph. The only machine I can recall with



# Comments

its carburettor inside the tank was a Werner, probably the twin-cylinder 4 h.p. type? The carburettor was probably a Longuemare, rod operated. The theory was to protect it from the powdery dust clouds of the pre-tarmac age. Readers will probably disbelieve me when I say that Alfred Harmsworth's 40 h.p. Mercedes could leave behind it a dust cloud 100ft high and a mile long. Does anybody know when and on what make control cables were first used for the carburettor?

## Long Journey by Scooter?

A READER finds himself entangled in an unusual matrimonial problem. He is a passionate motor cyclist and has no children. His wife has always accompanied him on the dual-seat and during the last year or two has done her share of the driving. Both of them have jobs and both occasionally are free when the other is at work and may then ride solo. She wants him to sell the motor cycle and buy a scooter. His parents live in Scotland and once or twice a year he nips up north alone to see them. He has no objection to a scooter on paper, but wonders whether it may not prove rather punishing in real distance work. His double trip involves nearly 600 miles covered between midday Saturday and breakfast on Monday. I have many scooter friends who tour long distances but none of them goes in for a big mileage in any one day. What is the answer?

## Pessimists Misfire

ONE may now admit that very gloomy forecasts about the quality of future T.T. Races have been audible on all sides during the past year or two. All the Italian giants barring MV Agusta have withdrawn from the tussle. Norton and A.J.S. were racing on shareholders' money. Their victories affected their sales but little. Technical theory had been justified by the invincibility of the Italian four-cylinder racers. Gilera and Moto-Guzzi had spent enormous sums to discover how their world repute and world sales would benefit by Manx victories. If one or two fours continued the struggle there would be about as much real sport in the matching as if Rocky Marciano had continued to pummel British heavyweights until they melted into the horizontal position. There was, men said, precious little fun in being annually eclipsed by fundamentally faster designs of a freakish type—little fun and no profit. But for 1958 the Junior has attracted 82 entries

and the Senior 81. Excitement has never mounted really high over the various lightweight events. The two-fifty has always been respected as a reasonable engine. It cannot be called a man's size but it is a good practical tourist. We watch the 125 c.c. event rather as an ex-Rugby international watches his son playing soccer for his prep school. But that chap Provini is certainly something, and it's fantastic to see a one-two-five doing over 100 m.p.h. on the straights and averaging over 70 on the Clype lap. The pessimists were wrong, very wrong. The T.T. may be shorn of some glory but it is still enormous fun.

## Tax Grumbles

NOBODY loves the tax collector. But motor cyclists are supposed to be intelligent people and they should, I think, be the last to express surprise or indignation. We have lived through two world wars in the last 45 years. We went into both largely unprepared and ill-equipped. We fought both of them on credit. Our income does not run to keeping a gigantic fleet at sea or filling the atmosphere of Europe with aircraft of every imaginable type on a cash basis. We do not yet produce even half our own food. We are organizing the welfare state. We are groping for some system which will guarantee full employment. It is not for those of us who have some slight surplus above the basic cost of existence to grouse frequently and heartily about tax. There are always waste and blunders in vast organizations. But by and large we are probably having our money's worth.



The road to Kilburn in the white-horse district of North Yorkshire passes through a part of the ruins of the old Byland Abbey, and provides a peaceful attraction to many travellers each weekend throughout the summer

# T.T. Guide

ALL YOU WANT TO KNOW ABOUT NEXT WEEK'S  
VANTAGE POINTS AND HOW TO REACH THEM

**W**ITH a total entry of 249, representing 13 overseas countries as well as the United Kingdom, next week's Tourist Trophy Races present rosy prospects. As was to be expected, entries are a fraction down on those for last year's golden-jubilee meeting and factory support has dwindled with the withdrawal from racing of the Italian Gilera, Moto-Guzzi and F. B. Mondial concerns. But the series is as popular as ever with the cream of racing men from Europe and the Commonwealth. Support from sponsors and free-lance riders was probably never stronger. Indeed, their numbers are swollen by top-class ex-factory riders from the abstaining marques, such as Bob McIntyre, last year's Senior and Junior winner, Keith Campbell, the world's 350 c.c. champion, ex-world's champion

Geoff Duke, Dickie Dale and Terry Shepherd. Two makes new to the Island will be seen in the Lightweight Races: the Italian Ducatis with desmodromic valve gear (a novel feature in the T.T.) and the East German MZ two-strokes.

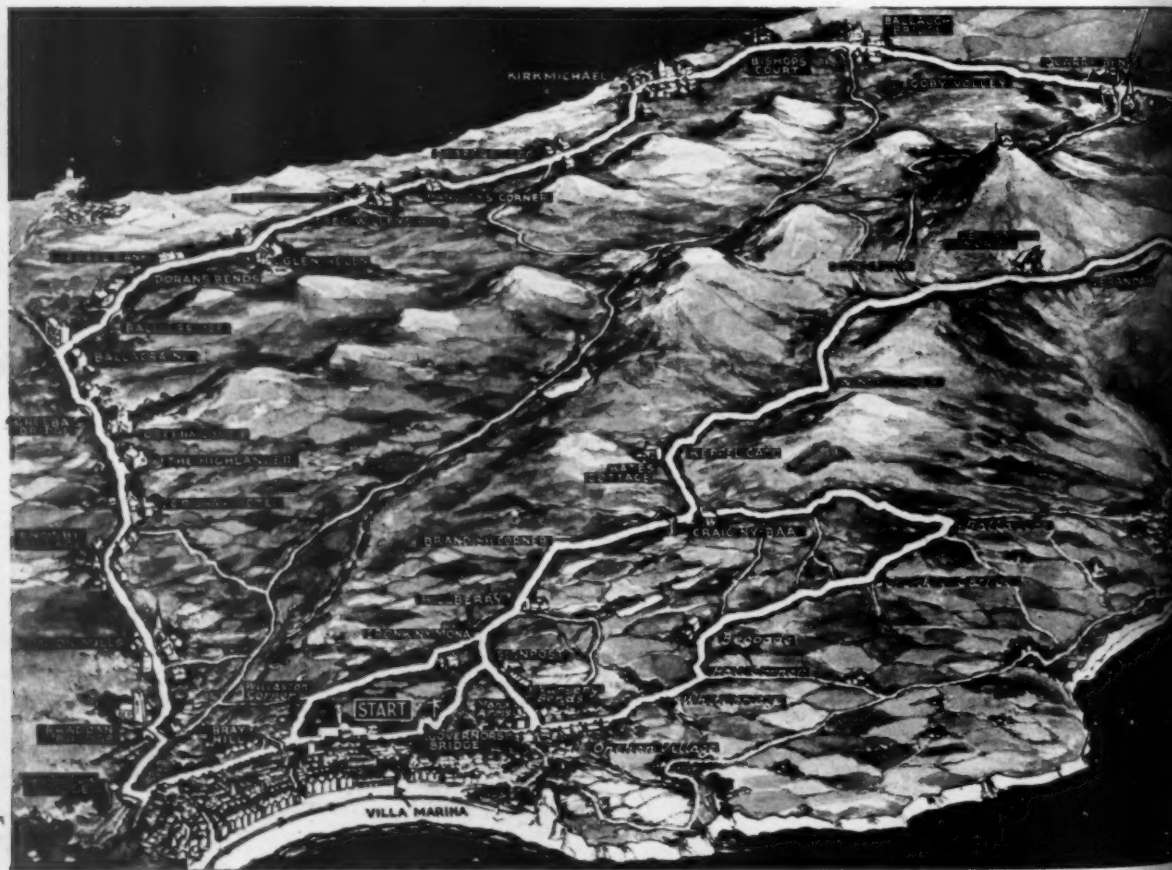
In arrangement the programme follows the pattern of the last few years. That is to say, the Junior (350 c.c.) T.T. is run first, on Monday, June 2, over seven laps of the 37½-mile Mountain course (a total distance of 264.13 miles). The start is at 11 a.m. Riders will be dispatched singly at 10-second intervals.

Mass starts will be used for the three races constituting the programme for Wednesday, June 4. First is the Lightweight 250 c.c. T.T., starting at 10 a.m. The Lightweight 125 c.c. T.T. is scheduled to begin at 12.30 p.m. and the Sidecar T.T.

at 3 p.m. All three races will be over 10 laps of the Clype circuit, a total distance of 107.9 miles.

Traditionally the highlight of the week, the Senior (500 c.c.) T.T. will begin at 11 a.m. on Friday, June 6. As in the Junior Race, riders will start at 10-second intervals and have to cover seven laps of the Mountain course.

The longest, most famous and most searching of all road-race circuits, the Mountain course comprises 37.733 miles of the Island's main thoroughfares. Every worth-while kind of hazard is featured and the roads have benefited enormously from the races. In the early days, before the first world war, the course was narrow, loose, grass-grown in places and gated on the mountain stretch. Now the surface is an example in safety to all road engineers.



## CLASSIC ISLE OF MAN RACES

## BROADCASTS: THE RUNNERS

From time to time danger spots are eased and bottlenecks widened in the interests of local and holiday traffic. But the challenge to the rider remains as great as ever with the perpetual mounting of speeds.

## The Mountain Lap

THE START is on the Glencrutchery Road, in the north-western outskirts of Douglas and there, too, are situated the main grandstand, pits and giant scoreboard. Within a mile of the start riders tackle one of the fiercest hazards of the lap—the steep, awe-inspiring drop down Bray Hill with spine-jarring bumps clouted at speeds around two miles a minute, and a lunk at the bottom which can just be taken at those speeds. Half a mile farther on is Quarter Bridge, as deceptive a slow turn as any on the entire 37.73-mile lap.

In rapid succession follow the tight, bottom-gear twists of Braddan Bridge, the fast, bumpy swerves of Union Mills and Glen Vine, the long flat-out descent into Crosby and the short, rough and equally swift drop to the Highlander—now bereft of much of its aerobatics but thrilling still. The fast curves that follow at Greeba Castle and Appledene bring out the best in the super-stars; then it is second gear for Greeba Bridge followed by more, fast, undulating sweeps on the approach to Ballacrine, where riders come down to bottom gear and turn right off the Peel road. Already riders have encountered a bewildering variety of going but the lap is only one-fifth gone.

The shady, rock-flanked curves of Laurel Bank and Glen Helen hold a sinister threat for the unwary and immediately riders swirl up steep Creg Willey's Hill to the wind-swept Cronk-y-Voddeestraight. From there the course drops through some of its quickest and most breath-taking curves: the 11th Milestone, Hahdley's Cottage, Baaregarroo crossroads (which, if taken flat out, lead to the highest speed of the lap at the foot of the hill) and the sinuous 13th Milestone, ending in Westwood's Corner on the run into Kirkmichael.

From the fast, second-gear turn into the village, riders hurtle through the narrow street while old walls fling back the bellowing exhaust notes. There follow the blind approach to Birkin's Bend (where most riders would be lost if the telegraph pole was removed), the shady tranquility of the Bishop's Court stretch, and Alpine House, tightest of the full-bore swerves approaching Ballaugh. At that point the last surviving hump sends riders and machines into the air at about 40 m.p.h. in bottom gear. It is flat out again to the Quarry Bends which really bring out riding talent and to a considerable extent govern speeds on the following Sulby Straight, about half way round the lap.

Brakes and gears are used to the full to kill speed for the slow turn over the bridge at the end of the straight. Then comes the exciting left sweep at Ginger Hall followed by a succession of tricky twists, including Kerroomoor, Glentraman and the Milntown road, on the three-mile

run to Ramsey. Apart from starting the steep mountain climb, Ramsey contains several hazards of its own. Parliament Square and Cinema Bend demand bottom gear and great care with clutch and throttle. Second gear is used for May Hill (Cruickshanks Corner) and the bumpy but nameless left-hander which follows it, third for the narrow right sweep approaching Ramsey Hairpin and bottom again for that notorious turn itself.

On the gruelling ascent of Snaefell, Waterworks Corner, the Gooseneck and Guthrie's Memorial are justly famed for their difficulty. Next is the bleak Mountain Mile leading to the East Mountain Box, the Black Hut and the Verandah which is a full-chat succession of four blind right-hand bends on the brink of a terrifying drop. The course then sweeps past Les Graham's Memorial to what until a few weeks ago was the Bungalow (where the road crosses the electric railway to the mountain summit). Brandywell is the next bend of note and there begins the six-mile drop to the finish.

Taken in one glorious sweep, the three lefts at the 32nd Milestone are famous for sorting the wheat from the chaff and lead slap into Windy Corner. At full speed riders then hurtle towards the notorious 33rd Milestone and popular Keppel Gate. Kate's Cottage starts the short steep rush down to Craig-ny-Baa where brakes are caned mercilessly for the sharp turn. Another very fast mile leads to tricky Brandish Corner and the swoop to the rippled, 100 m.p.h. turn at Hillberry. A short rise precedes the long, deceptive, third-gear left curve at Cronk-ny-Mona. Then brakes and gears have a trying time as speed is shed violently and in rapid succession for Signpost Corner, The Nook and Governor's Bridge where the full-lock hairpin and a slow wriggle through the hollow put a premium on extreme care.

From the hollow, riders fairly rocket back on to the Glencrutchery Road and within half a mile are notching top gear through the start on the way to Bray Hill.

## Where to go

SEATS in the grandstand may be booked in advance at the T.T. Box Office, Villa Marina, Douglas. Prices are 5s, 7s 6d, 10s and 15s. Spectators using the course to reach vantage points should remember that the road is closed about half an hour before the start of the race. Roads inside the course link Bray Hill, Braddan Bridge, Union Mills, Crosby village, Baaregarroo crossroads, Brandywell and Cronk-ny-Mona. Another stretch connects Sulby Straight, Ginger Hall and the old Bungalow. Spectators using either of these road systems must get to the inside of the course before the roads are closed.

After road closure many points can be reached from outside the course. From Douglas one can reach Bray Hill, Quarter Bridge, Braddan Bridge, Union Mills, Crosby, Ballacrine, Ballig, Cronk-y-Vodde, Baaregarroo crossroads and Kirkmichael. Working the opposite way round, Governor's Bridge, Signpost Corner, Hillberry and Craig-ny-Baa are all within easy reach. From Ramsey a network of roads leads to Sulby and Ballaugh.

Peel buses from Douglas follow the



If you cannot get to the Island next week, have this special, "view-from-the-air" map, showing the Mountain and Clysse laps, in front of you when you listen to the broadcasts

Stephen Martin



## SPEED-REFERENCE TABLE—MOUNTAIN COURSE, 37.73 MILES

Time per lap m s	Speed m.p.h.	Time per lap m s	Speed m.p.h.	Time per lap m s	Speed m.p.h.	Time per lap m s	Speed m.p.h.	Time per lap m s	Speed m.p.h.	Time per lap m s	Speed m.p.h.	Time per lap m s	Speed m.p.h.	Time per lap m s	Speed m.p.h.
22 00	102.9	24 35	92.1	27 10	83.3	29 45	76.1	32 20	70.0	34 55	64.9	37 30	60.4	39 55	56.7
22 05	102.5	24 40	91.8	27 15	83.1	29 50	75.8	32 25	69.9	35 00	64.7	37 35	60.3	39 55	56.7
22 10	102.2	24 45	91.5	27 20	82.8	29 55	75.6	32 30	69.7	35 05	64.5	37 40	60.1	39 55	56.7
22 15	101.7	24 50	91.2	27 25	82.5	30 00	75.5	32 35	69.5	35 10	64.4	37 45	60.0	39 55	56.7
22 20	101.4	24 55	90.9	27 30	82.3	30 05	75.3	32 40	69.3	35 15	64.2	37 50	59.9	39 55	56.7
22 25	101.0	25 00	90.6	27 35	82.0	30 10	75.1	32 45	69.1	35 20	64.1	37 55	59.7	39 55	56.7
22 30	100.6	25 05	90.3	27 40	81.8	30 15	74.9	32 50	69.0	35 25	63.9	38 00	59.6	39 55	56.7
22 35	100.2	25 10	90.0	27 45	81.6	30 20	74.6	32 55	68.8	35 30	63.8	38 05	59.5	39 55	56.7
22 40	99.9	25 15	89.7	27 50	81.3	30 25	74.4	33 00	68.6	35 35	63.6	38 10	59.3	39 55	56.7
22 45	99.5	25 20	89.4	27 55	81.1	30 30	74.2	33 05	68.4	35 40	63.5	38 15	59.2	39 55	56.7
22 50	99.1	25 25	89.1	28 00	80.8	30 35	74.0	33 10	68.3	35 45	63.3	38 20	59.0	39 55	56.7
22 55	98.8	25 30	88.8	28 05	80.6	30 40	73.8	33 15	68.1	35 50	63.2	38 25	58.9	39 55	56.7
23 00	98.4	25 35	88.5	28 10	80.2	30 45	73.6	33 20	67.9	35 55	63.0	38 30	58.8	39 55	56.7
23 05	98.1	25 40	88.2	28 15	80.0	30 50	73.4	33 25	67.8	36 00	62.9	38 35	58.7	39 55	56.7
23 10	97.8	25 45	87.9	28 20	79.8	30 55	73.2	33 30	67.6	36 05	62.8	38 40	58.6	39 55	56.7
23 15	97.4	25 50	87.6	28 25	79.6	31 00	73.0	33 35	67.4	36 10	62.6	38 45	58.4	39 55	56.7
23 20	97.1	25 55	87.3	28 30	79.4	31 05	72.8	33 40	67.3	36 15	62.5	38 50	58.3	39 55	56.7
23 25	96.7	26 00	87.0	28 35	79.2	31 10	72.7	33 45	67.1	36 20	62.3	38 55	58.1	39 55	56.7
23 30	96.4	26 05	86.8	28 40	78.9	31 15	72.5	33 50	66.9	36 25	62.2	39 00	58.0	39 55	56.7
23 35	96.0	26 10	86.5	28 45	78.7	31 20	72.3	33 55	66.8	36 30	62.0	39 05	57.9	39 55	56.7
23 40	95.7	26 15	86.2	28 50	78.4	31 25	72.1	34 00	66.6	36 35	61.9	39 10	57.8	39 55	56.7
23 45	95.3	26 20	85.9	28 55	78.2	31 30	71.9	34 05	66.4	36 40	61.8	39 15	57.7	39 55	56.7
23 50	95.0	26 25	85.7	29 00	78.1	31 35	71.7	34 10	66.3	36 45	61.6	39 20	57.6	39 55	56.7
23 55	94.6	26 30	85.4	29 05	77.9	31 40	71.5	34 15	66.1	36 50	61.5	39 25	57.5	39 55	56.7
24 00	94.3	26 35	85.1	29 10	77.6	31 45	71.3	34 20	66.0	36 55	61.3	39 30	57.3	39 55	56.7
24 05	94.0	26 40	84.8	29 15	77.4	31 50	71.1	34 25	65.8	37 00	61.2	39 35	57.2	39 55	56.7
24 10	93.7	26 45	84.6	29 20	77.2	31 55	70.9	34 30	65.6	37 05	61.1	39 40	57.1	39 55	56.7
24 15	93.4	26 50	84.3	29 25	76.9	32 00	70.8	34 35	65.5	37 10	60.9	39 45	57.0	39 55	56.7
24 20	93.1	26 55	84.1	29 30	76.7	32 05	70.7	34 40	65.3	37 15	60.8	39 50	56.9	39 55	56.7
24 25	92.7	27 00	83.8	29 35	76.5	32 10	70.4	34 45	65.1	37 20	60.7	39 55	56.7	39 55	56.7
24 30	92.4	27 05	83.5	29 40	76.3	32 15	70.2	34 50	65.0	37 25	60.5	40 00	56.6	39 55	56.7

## SPEED-REFERENCE TABLE—CLYPSE CIRCUIT, 10.79 MILES

Time per lap m s	Speed m.p.h.	Time per lap m s	Speed m.p.h.	Time per lap m s	Speed m.p.h.	Time per lap m s	Speed m.p.h.	Time per lap m s	Speed m.p.h.	Time per lap m s	Speed m.p.h.	Time per lap m s	Speed m.p.h.	Time per lap m s	Speed m.p.h.
8 00	80.9	9 00	71.9	10 00	64.7	11 00	58.9	12 00	54.0	13 00	49.8	14 00	46.2	15 00	43.4
8 05	80.2	9 05	71.3	10 05	64.3	11 05	58.5	12 05	53.6	13 05	49.5	14 05	46.0	15 05	43.4
8 10	79.4	9 10	70.7	10 10	63.8	11 10	58.0	12 10	53.3	13 10	49.2	14 10	45.7	15 10	43.4
8 15	78.7	9 15	70.1	10 15	63.3	11 15	57.6	12 15	52.9	13 15	48.9	14 15	45.5	15 15	43.4
8 20	77.9	9 20	69.5	10 20	62.8	11 20	57.2	12 20	52.6	13 20	48.6	14 20	45.2	15 20	43.4
8 25	77.2	9 25	68.9	10 25	62.3	11 25	56.8	12 25	52.2	13 25	48.3	14 25	45.0	15 25	43.4
8 30	76.4	9 30	68.3	10 30	61.8	11 30	56.4	12 30	51.9	13 30	48.0	14 30	44.7	15 30	43.4
8 35	75.7	9 35	67.7	10 35	61.3	11 35	56.0	12 35	51.5	13 35	47.7	14 35	44.4	15 35	43.4
8 40	74.9	9 40	67.1	10 40	60.8	11 40	55.6	12 40	51.2	13 40	47.4	14 40	44.2	15 40	43.4
8 45	74.2	9 45	66.5	10 45	60.3	11 45	55.2	12 45	50.8	13 45	47.1	14 45	43.9	15 45	43.4
8 50	73.4	9 50	65.9	10 50	59.8	11 50	54.8	12 50	50.5	13 50	46.8	14 50	43.7	15 50	43.4
8 55	72.7	9 55	65.3	10 55	59.4	11 55	54.4	12 55	50.2	13 55	46.5	14 55	43.4	15 55	43.4

course as far as Ballacrairie before the roads are closed and special coach trips go to other parts. Steam trains from Douglas call at Union Mills, Crosby, St. Johns (for Ballacrairie), Kirkmichael, Ballaugh and Sulby. The Bungalow may be reached after road closure by boarding an electric train at Douglas (Derby Castle) or Ramsey for Laxey and travelling from there by the Snaefell Mountain Railway.

For soloists with an aptitude for rough riding, there are paths leading from the Douglas-Ramsey road to Windy Corner and the Gooseneck and from Ramsey town to Ramsey Hairpin.

### The Clyde Circuit

INTRODUCED in 1954, the 10.79-mile Clyde lap is a riders' circuit embracing part of the Mountain course, another part of it in the reverse direction and some miles of roads surrounding the Clyde reservoirs. The same start is used as for the Mountain course, but instead of dashing down Bray Hill riders turn sharp right at Parkfield Corner, then right again at Willaston Corner after a further half-mile. The road climbs from there to the two Edge's Corners, then drops to Cronk-ny-Mona where it rejoins the Mountain course which is followed in the "wrong" direction through Hillberry and Brandish to Craig-ny-Baa.

At that point a sharp right turn leads riders along a narrow, twisting road which soon begins to fall through Ballacarroon

to a tight hairpin bend at Ballacoor, half way round the lap. A series of fast, gentle curves precedes the slower and deceptive right-hand sweep at Cronk-y-Garroy, after which another mile or so of fast swerves leads to the four difficult Morney Bends. Immediately after that a sharp left-right wriggle brings riders on to the main Laxey-Onchan road where they are soon screaming at top speed down the steep slope to Whitebridge on the run into Onchan village.

An uphill, bottom-gear right turn at the Manx Arms is followed within a few hundred yards by some thrilling S-bends near the Nursery Hotel whence riders approach Signpost from what is a slip road for the Mountain course. That course is then followed back to the pits except that riders by-pass the hollow at Governor's Bridge.

### Seeing Wednesday's Races

BY GETTING to the inside of the circuit before the roads are closed, spectators can move between Cronk-ny-Mona and Signpost Corner (along a short stretch of the Mountain course) or between Hillberry and Onchan village. From Douglas and Onchan, roads outside the circuit can be followed to Parkfield Corner, Willaston Corner and Cronk-ny-Mona, working clockwise round the circuit, or to Governor's Bridge, the Manx Arms, Hall Corner and Ballacoor, working in the other direction. Once the circuit is closed, Craig-ny-

Baa can be reached only via Ramsey.

There is a footbridge across the Glen-crutchery Road just after the start. Reached from Nobles Park it gives access to Edges 1 and Edges 2 corners. As in the case of the Mountain course, coaches run to many vantage points before road closure.

### Acclaiming the Winners

DO NOT MISS the prize-giving ceremonies. They take place at Villa Marina at 9 o'clock each race-day evening and form a fitting climax to the day's sport. Other attractions around race period include two scrambles and the I.O.M. International Motor Scooter Rally. To be held on Sunday, June 1 (the day before the Junior T.T.), the first scramble represents a new venture by the Ramsey Club on an exciting course at Glen Auldyn. Racing begins at 2.30 p.m. The other scramble is the long-established I.O.M. Grand National, held on a course at Douglas Head old golf course on Tuesday of race week, beginning at 7.30 p.m. The scooter rally extends from Saturday, June 7 to the following Saturday.

### Radio Broadcasts

B.B.C. COMMENTARIES will be given in the Light Programme at the following times: June 2 (Junior T.T.)—10.55 to 11.15 a.m., 11.55 a.m. to noon, 1.31 to



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# Winners in 1957

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1.40 p.m. and 3 to 3.15 p.m. June 4 (Lightweight 250 c.c. T.T.)—10 to 10.15 a.m., 10.55 to 11 a.m. and 11.31 to 11.45 a.m. (Sidecar Race).—3.35 to 3.45 p.m. and 4.45 to 5 p.m. June 6 (Senior T.T.)—10.55 to 11.15 a.m., noon to 12.10 p.m., 1.35 to 1.40 p.m. and 2.55 to 3.10 p.m. On the evenings of race days, summaries will be broadcast at 10.40 to 10.50 p.m. (Monday), 10.40 to 10.55 p.m. (Wednesday) and 10.45 to 11 p.m. (Friday). Enthusiasts abroad can hear commentaries or reports in the B.B.C. General Overseas Programme at the following times: June 2 (Junior Race).—11 to 11.15 a.m., 2.40 to 3 p.m. and 10.05 to 10.15 p.m. June 4.—9.50 to 10 p.m., summaries of the Lightweight 250 and 125 c.c. and Sidecar Races. June 6 (Senior Race).—11 to 11.15 a.m., 1.35 to 1.40 p.m. and 9.50 to 10 p.m.

## SENIOR T.T. (Eight laps, Mountain course, 301.86 miles)

		h	m	s	m.p.h.
1.	R. McIntyre (Glera) ...	3	2	57	98.99
2.	J. Surtees (MV Agusta) ...	3	5	04.2	97.86
3.	R. N. Brown (Glera) ...	3	9	02	95.81

## JUNIOR T.T. (Seven laps, Mountain course, 264.13 miles)

		h	m	s	m.p.h.
1.	R. McIntyre (Glera) ...	2	46	50.2	94.99
2.	K. R. Campbell (Moto-Guzzi) ...	2	50	29.8	92.95
3.	R. N. Brown (Glera) ...	2	51	38.2	92.34

## LIGHTWEIGHT 250 c.c. T.T. (Ten laps, Clype circuit, 107.9 miles)

		h	m	s	m.p.h.
1.	C. C. Sandford (F.B. Mondial) ...	1	25	25.4	75.80
2.	L. Taveri (MV Agusta) ...	1	27	12.4	74.24
3.	R. Colombo (MV Agusta)	1	27	21.8	74.10

## LIGHTWEIGHT 125 c.c. T.T. (Ten laps, Clype circuit, 107.9 miles)

		h	m	s	m.p.h.
1.	T. Provini (F.B. Mondial)	1	27	51	73.69
2.	C. Ubbiali (MV Agusta)	1	28	25	73.22
3.	L. Taveri (MV Agusta) ...	1	30	37.8	71.44

## SIDECAR T.T. (Ten laps, Clype circuit, 107.9 miles)

		h	m	s	m.p.h.
1.	F. Hillebrand (B.M.W.) ...	1	30	03.4	71.89
2.	W. Schneider (B.M.W.) ...	1	30	54.8	71.21
3.	F. Camachias (B.M.W.) ...	1	32	18.2	70.14

## LAP RECORDS

Senior T.T.: R. McIntyre (Glera), 22m 23.2s, 101.12 m.p.h. Junior T.T.: R. McIntyre (Glera), 23m 14.2s, 97.42 m.p.h. Lightweight 250 c.c. T.T.: T. Provini (F.B. Mondial), 8m 18s, 78 m.p.h. Lightweight 125 c.c. T.T.: T. Provini (F.B. Mondial), 8m 41.8s, 74.44 m.p.h. Sidecar T.T.: F. Hillebrand (B.M.W.), 8m 55.4s, 72.55 m.p.h.

## Monday's International Junior Race - 350 c.c.

No.	Rider	Machine	No.	Rider	Machine	No.	Rider	Machine
1.	L. S. Rutherford	A.J.S.	26.	R. G. Thomson (Aus.)	A.J.S.	50.	J. F. Antram (Z.)	A.J.S.
2.	L. Hurry	A.J.S.	27.	K. R. Campbell (Aus.)	Norton	51.	E. V. C. Hardy	Norton
3.	A. Burt (Aus.)	A.J.S.	28.	J. J. Wood	A.J.S.	52.	R. McIntyre	Norton
4.	D. Hinton	Norton	29.	A. F. Wheeler	A.J.S.	53.	J. Hartle	MV Agusta
5.	D. Jarman	A.J.S.	30.	A. H. Mustard	Norton	54.	F. Purslow	Norton
6.	D. G. Chapman	Norton	31.	R. B. Ransan	Norton	55.	P. Palmer	A.J.S.
7.	J. Siffert (Sw.)	Norton	32.	N. C. McCutcheon (Z.)	A.J.S.	56.	J. D. Anderson (Z.)	A.J.S.
8.	J. Buchan	Norton	33.	R. A. Rowbottom	Norton	57.	R. N. Brown (Aus.)	A.J.S.
9.	E. A. Lavington	Velocette	34.	E. G. Driver (S.A.)	Norton	58.	E. M. Haldane	Norton
10.	B. P. Satchell	Norton	35.	G. B. Tanner	Norton	59.	W. A. Smith	A.J.S.
11.	S. M. B. Hailwood	Norton	36.	T. Phillis (Aus.)	Norton	60.	J. L. Tompsett (Aus.)	A.J.S.
12.	D. T. Powell	Norton	37.	L. P. Young	A.J.S.	61.	A. King	Norton
13.	J. Findlay (Aus.)	Norton	38.	R. J. Webster (Can.)	A.J.S.	62.	J. Surtees	MV Agusta
14.	H. van Son (N.)	Norton	39.	J. R. Marcotte (U.S.A.)	A.J.S.	63.	R. H. F. Anderson	Norton
15.	W. S. Mizen	A.J.S.	40.	G. A. Catlin	Norton	64.	M. P. O'Rourke	Norton
16.	F. J. Higgins	A.J.S.	41.	W. M. Webster	Norton	65.	H. Plewa	Velocette
17.	J. Ahearn (Aus.)	A.J.S.	42.	G. R. Costain	Norton	66.	H. Hinton (Aus.)	Velocette
18.	G. E. Duke	Norton	43.	C. A. Dunn (Aus.)	A.J.S.	67.	J. W. Beevers	Norton
19.	E. Cheers	B.S.A.	44.	A. J. Trow	Norton	68.	J. A. Redman (S.R.)	Norton
20.	W. C. Hancock	Norton	45.	A. K. Howth	Norton	69.	J. Vogelsang (H.)	Norton
21.	K. W. James	A.J.S.	46.	E. Hinton (Aus.)	Norton	70.	W. A. Holmes	Norton
22.	P. R. Pawson (Z.)	Norton	47.	J. Alexander	Norton	71.	I. R. Langlands	A.J.S.
23.	L. McGuffie (Can.)	A.J.S.	48.	W. Robertson	Norton	72.	L. Carr	A.J.S.
24.	D. D. Wolff (S.R.)	Norton	49.	R. Ferguson (Ira.)	Norton	73.	J. G. Hempleman (Z.)	Norton

## ABBREVIATIONS

Australia—Aus.; Canada—Can.; France—F.; Germany—Ger.; Ireland—Ire.; Italy—I.; Netherlands—N.; New Zealand—Z.; South Africa—S.A.; Southern Rhodesia—S.R.; Sweden—S.; Switzerland—Sw.

No.	Rider	Machine
74.	K. H. Tostevin	Norton
75.	R. Fay	Norton
76.	A. R. Capner	B.S.A.
77.	D. V. Chadwick	Norton
78.	A. E. Maule	Norton
79.	G. A. Northwood	Norton
80.	J. Brett	Norton
81.	R. Venturi (I.)	MV Agusta
82.	V. W. Cottle	A.J.S.
83.	R. H. Dale	Norton

## Wednesday's International Lightweight Race - 250 c.c.

No.	Rider	Machine	No.	Rider	Machine	No.	Rider	Machine
1.	S. H. Miller (Ira.)	CZ	9.	R. N. Brown (Aus.)	N.S.U.	18.	S. M. B. Hailwood	N.S.U.
2.	A. K. Howth	N.S.U.	10.	D. Minter	R.E.G.	19.	D. V. Chadwick	MV Agusta
3.	W. A. Holmes	Velocette	11.	C. Ubbiali (I.)	MV Agusta	20.	A. W. Jones	Adler
4.	G. J. Turner	B.S.A.	12.	K. W. James	Excelsior	21.	T. Robb (Ira.)	N.S.U.
5.	L. E. Evans	N.S.U.	13.	R. W. Porter	Moto-Guzzi	22.	E. Degner (Ger.)	MZ
6.	T. Provini (I.)	MV Agusta	14.	E. F. Cope	Norton	23.	A. S. Pavey	N.S.U.
7.	F. Purslow	N.S.U.	15.	D. Falk (Ger.)	Adler	24.	F. Libanori (I.)	MV Agusta
8.	D. G. Andrews	N.S.U.	16.	H. Hinton (Aus.)	N.S.U.			

## Wednesday's International Lightweight Race - 125 c.c.

No.	Rider	Machine	No.	Rider	Machine	No.	Rider	Machine
1.	S. A. Fairchild	Montesa	9.	R. J. G. Dickinson	MV Agusta	17.	J. G. Bound	Montesa
2.	R. W. Porter	MV Agusta	10.	R. A. Avery	L.E.F.	18.	F. Purslow	Ducati
3.	E. Degner (Ger.)	MZ	11.	W. M. Webster	MV Agusta	19.	E. F. Cope	MV Agusta
4.	F. Libanori (I.)	MV Agusta	12.	R. G. Thomson (Aus.)	MV Agusta	20.	C. Ubbiali (I.)	MV Agusta
5.	W. Peden	Montesa	13.	L. Taveri (I.)	Ducati	21.	S. M. B. Hailwood	MV Agusta
6.	R. Ferri (I.)	Ducati	14.	L. C. Harfield	L.C.H.	22.	H. L. Fruin	Fruin
7.	H. Fugner (Ger.)	MZ	15.	J. Baughn	E.M.C.	23.	C. J. Percival	MV Agusta
8.	T. Provini (I.)	MV Agusta						

## Wednesday's International Sidecar Race - 500 c.c.

No.	Rider	Passenger	Machine	No.	Rider	Passenger	Machine
1.	W. Schneider (Ger.)	H. Strauss	...	10.	B. N. Green	W. E. Rushmere	Norton
2.	L. Marcelli (I.)	L. Dobelli	Norton	11.	E. Walker	D. G. Roberts	Norton
3.	E. Degner (Ger.)	H. G. Winter	Norton	12.	O. E. Greenwood	T. Fairbrother	Triumph
4.	F. Libanori (I.)	K. D. Hess	B.M.W.	13.	E. T. Young	A. D. Young	Triumph
5.	W. Peden	E. Blauth	B.M.W.	14.	C. Freeman	J. Chisnall	Norton
6.	R. Ferri (I.)	A. Coudert	Norton	15.	E. S. Oliver	Mrs. P. Wise	Norton
7.	H. Fugner (Ger.)	D. E. Fynn	Norton	16.	A. Young	R. O. Cairncross	Norton
8.	T. Provini (I.)	R. Campbell	Norton	17.	C. Smith	E. J. Bias	Norton
9.	P. Woollett	G. H. Loft	Norton	18.	A. H. Skein	D. A. Overall	Norton

The set-up for the Senior T.T. will be published in next week's issue. Copyright of the entry lists and riding numbers reproduced above is owned and reserved by the Auto-Cycle Union

# HOLIDAY Notes

## What's On

**Cambridgeshire.**—May 30 and 31: County Agricultural Show, Doddington, March.

★ **Cornwall.**—June 5 to 7: Corpus Christi Fair, Penzance.

**Derbyshire.**—June 1: Well Dressing, Ashford in the Water.

**Devonshire.**—June 4: Carnival, Paignton.  
**Dorset.**—May 31: Royal London Yacht Club Race, Cowes/Poole Bar.

★ **Dumfriesshire.**—June 7: Gairn and Riding of the Marches, Lockerbie.

**Hampshire.**—May 31, June 2 and 3: Cricket, Hampshire v. New Zealanders, Southampton. June 1: Fiat, Humber, Sunbeam and Alvis Registers Rally, Palace House, Beaulieu Abbey and Motor Museum.

★ **Herefordshire.**—June 1: Mayor's Sunday, Hereford.

**Kent.**—May 30: Yachting, Prince of Wales Cup Race, Dover.

**Lancashire.**—May 31 to June 2: Open Amateur and Professional Golf Tournament, Morecambe.

**Nottinghamshire.**—End of May: Regatta, Nottingham.

**Roxburghshire.**—June 6 and 7: Common Riding, Hawick.

**Suffolk.**—June 2 to 4: Trinity Fair, Southwold.

★ **Sussex.**—June 1: International Air Rally, Shoreham. June 7: Brass Band Festival, Brighton.

(A full list of motor-cycling fixtures is given on page 678.)

★ **PENZANCE:** is there a seaside town anywhere more attractive? Situated on Mount's Bay, only 10 miles from Land's End, Penzance is not without reason given the somewhat grandiose title of capital of the Cornish Riviera. It is the best headquarters for excursions into the Land's End district bar none—and if you have a leaning towards photography, sketching or archaeology, then you'll be even more pleased by your visit.

The area abounds in excellent coves for swimming and sunbathing. There is the appropriately named Whitesand Bay near Land's End. Even nearer Penzance you can laze on the washed, shell beach of Lamorna Cove. Or you can turn your wheels in the opposite direction, take to foot now and again, and explore such attractive cliff stretches as that between Cadgwith and Lizard Point.

★ **LOCKERBIE** is peaceful, though it certainly won't be on June 7 when the historic Riding of the Marches ceremony takes place. Every horseman and horsewoman in the neighbourhood will be out, followed on foot wherever possible by



bairns from all over the Dumfriesshire township. The town nestles in the tranquil border country just a few miles to the north-east of Dumfries. It is also not far from Ecclefechan, which provides a teaser in pronunciation for all Sassenach visitors.

As well as being peaceful Lockerbie is historic. Nearby is the ruined castle of the Johnstones, once one of Scotland's most famous families. And should you want further memories of the border feuds ride into Annandale, patrimony of the most famous of all Scots families—the Bruces.

★ **HEREFORD** to most is a broad street known as the High Town—the commercial centre of the picturesque city. It lies mainly on the left bank of the Wye and though the castle once "high, strange and full of great towers" has now all but vanished, many interesting old buildings remain. David Garrick was born in Hereford and Nell Gwynne is said to have been born there too. If you want to see a preaching cross of the 14th century you will find one near the Black Friars of Dominican Friary. And you will find traces of the ancient city walls out on the road to Hay. Nearby places to visit are Abbeydun and the Golden Valley, Dinmore Hill, Ludlow and the rolling Malvern Hills.

★ **BRIGHTON:** no one visiting the Sussex seaside resort need ever be dull. It is as modern as the day and provides opportunities for nearly every form of sport. You can lie on the beach and sunbathe; you can walk over the Downs for peace and quiet; you can play cricket, golf, swim or row until your arms feel as though they are falling off. Yet, in spite of all its 20th century amenities, Brighton retains in its gracious regency buildings an air of the quiet dignity of days long past.

For the evenings there is the famous Palace Pier Theatre, jutting out above a sea that can be heard murmuring below the stage. And, of course, there is the Hippodrome music hall which—when in Brighton—you must call "the Hipp."

## ROAD WORKS

The Automobile Association's current list covering points at which delay owing to road repairs or reconstruction may be expected is unchanged from that published on page 622 of last week's issue.

## AVOIDING HEAVY TRAFFIC

IF you live in the North-East and intend touring in Wales this summer, the following route recommended by the Royal Automobile Club will enable you to avoid much of the traffic and in particular the bottlenecks at Lancaster and Preston. The route is given from Newcastle to Llandudno but can, of course, be readily adapted to apply to neighbouring towns.

Leave Newcastle by A1 to Scotch Corner. From there, continue south along A1

for about half a mile then turn right on to A6108 for Richmond. Continue on A6108 to Leyburn and there take A684. Then through Wensley to Aysgarth Station where turn left on to B6160. Ascend Kidstones Pass (gradient 1 in 5); 1½ miles on descend Cray Hill (gradient 1 in 7). Follow B6160 to Threshfield, then turn right on to B6265 to Skipton. Leave Skipton by the Broughton road (A59) for Waddington and Whalley. Passing through Whalley

on the Blackburn road, bear left at the fork beyond Billington on to A666. The route is then fairly straightforward through Blackburn, Chorley, Wigan and Warrington. Take the Chester road from Warrington and follow it through the town, leaving by Grosvenor Road and taking A55 to Colwyn Bay. To carry on to Llandudno, leave by Conway Road and turn right in two miles along Brompton Avenue to Llandudno. Mileage is 229.

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# On the Four Winds

By "NITOR"

**I KNOW I RODE HERE** Of the London workers questioned by a television news reporter during the first few days of the London bus strike, most had come to work by train or tube; a large number by car, motor cycle or bicycle; one "didn't know" how he had come to work. Well, whoever that superlatively absent-minded character may have been, it is pretty certain that he was not a motor cyclist. For to ride to work through bus-free streets has been jolly good fun. Whatever the rights and wrongs of the strike may be, it has enabled London motor cyclists to enjoy a new view of their native city; to see the upper storeys of famous buildings, to find new, wider, perspectives and panoramas extended on almost every side.

## BEARD IN SPACE

Opening the morning paper at the breakfast table tends to be a dispiriting business if you concentrate on the headlines and leading articles. But there is one sure way of giving yourself an eight o'clock lift: read the personal column on the front page of *The Times*. It is usually packed with human interest, much of it mysterious. What do you make of this, for example: "Famous bearded genius, first in his field, wishes to expand his creative talents. He needs about 5,000 sq ft of premises, consisting mostly of open space, to further his aims. He will consider mews premises, garage, warehouse, house, or an entire floor in a modern building—in fact, nothing will be rejected as being unsuitable without a close inspection. What offers in Mayfair, Knightsbridge, Chelsea, etc?" I rather fancy I know who the famous bearded genius is; it must, I think, be Dennis Jenkinson—Jenks, who was indeed first in many fields in the great days when he passengered Eric Oliver on the great circuits of Europe. Anyone who knows the red-bearded Jenks will agree that he does, indeed, need at least 5,000 sq ft for expanding his talents. But what can he be up to in the great enclosed spaces of Mayfair, Knightsbridge, Chelsea, etc? Is he building a wind tunnel or just a prototype of some extraordinary projectile? Well, no doubt the world will know soon enough.

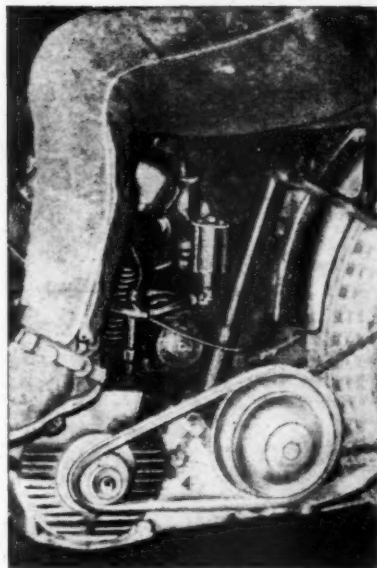
## TYRESOME TOPIC

Where are all the eggheads? Only one solitary reader has answered my poser (May 8) about the origin of the prefix WM in relation to wheel-rim sizes. My correspondent suggests that WM refers to a standard adopted by the Wood Milne Tyre Company way back. I don't know whether or not that is the true solution—but it will do for me until something better comes along.

## PASSAGE TO INDIA

There are many ways of travelling to India, some more unusual than others. But what is surely one of the most gallant efforts in years is now in progress. A. F. Burdett, a New Malden (Surrey) reader with more steel in his backbone than most, is on his way there by Mosquito powered bicycle, the frame of which was picked up for five bob. New wheels and tyres were fitted, the engine hitched on and the journey started. All his gear is carried in a haversack—total weight 45 lb. From Italy, 835 miles covered, he has written to say so far so good—though tougher going is expected in Yugoslavia. The only difficulties experienced were that the Mont Cenis Pass could

Depicted on the right is the spinning clutch of Peter Craven's speedway model. (Craven is current top scorer and match-race champion.) The clutch is from a 1923 side-valve vee-twin James and is preferred by Craven to more modern types because, he avers, it permits smoother take up of the drive on his 7.5 to 1 gear



not be used because of deep snow, so that the machine had to be taken by train from Modane in France to Bardonecchia in Italy; and on the descent of the Col du Chat, near Chambéry in France, the back-peddalling brake became so hot that the grease in the hub bearings started to burn. When he wrote Mr. Burdett was looking forward to the remaining nine-tenths of his journey. And so he may!

## NOT YOU, I HOPE?

"What," asked a friend the other day, "do you regard as the most annoying of all bad-roadmanship manoeuvres?" There was no hesitation about my reply to that one, though I coupled equally two of my pet hates; hugging the crown of the road at relatively low speed, and sudden switching from one traffic lane to another. Are any offences against one's neighbour—for they are no less—more vexing? Only the other morning I was about to overtake a slow-moving Vauxhall car in an inside lane, when it whipped into the outer lane—mine!—without warning. As I rode up alongside, the driver wound down his window, leaned out and said, "Sorry, I didn't see you." That admission, for me, was the most distressing part of the whole episode! I know, of course, that none of my readers is likely, ever, to be on the receiving end of one of my reproachful glares for *faux pas* of the type mentioned. Am I right?

## WHERE IT'S WANTED

This dodge or wheeze may be old stuff to you but it is new to me. A reader recommends that, when fitting piston rings, the gap of the scraper ring should be positioned at the rear of the piston. His reason is that, by so doing, one ensures that a little extra oil is allowed to remain on the bore—at the very place where the cylinder is most inefficiently cooled. Yes?



On Cascales Corner in Heat 3 of the Clubman's 350 c.c. Race. Leading is W. Hocking of the Darlington Club with P. W. Read, Luton, close behind. Both ride Nortons. Read won the heat and was third in the final. Hocking was a member of the winning Yorkshire Centre team

## Clubmen at Oulton Park

Keen Racing in Bright Weather at Cheshire Circuit: Michael Brookes (Nortons) Wins 500 c.c. Race and is Second to G. Bell (Norton) in 350 c.c. Event

INTEREST remained at a high level throughout the 100-mile Clubman's 500 and 350 c.c. Trophy Races on the 2.76-mile Oulton Park circuit on Whit Monday. The Cheshire Centre organized the meeting on behalf of the Auto-Cycle Union and if it had organized the weather too it could scarcely have done better. Winner of the 500 c.c. Race was M. T. Brookes (Norton) of the Shirley Club. G. Bell (Norton), a Whitehaven clubman, won the 350 c.c. Race.

The meeting was scarcely recognizable as the direct descendant of the Clubman's T.T. Inaugurated in 1947 as a supporting bout for the International T.T. Races, the series has had a chequered history. Until this year it was confined to non-experts riding fully equipped, catalogued roadsters on which only minor modifications were permitted.

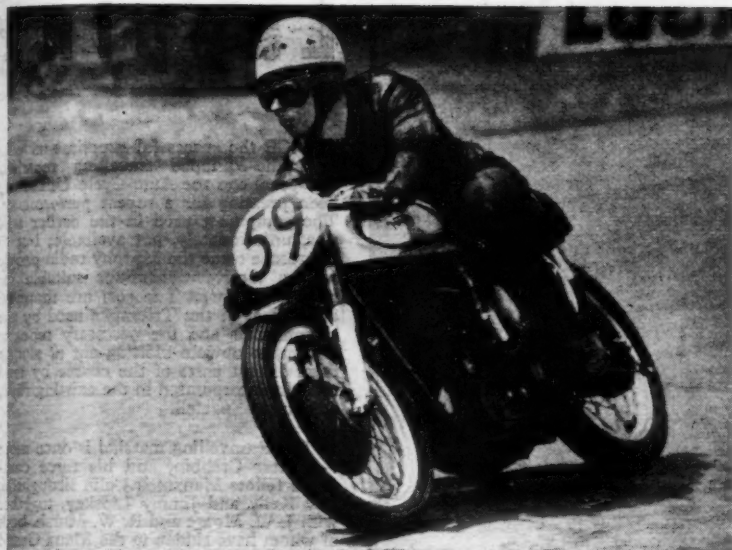
For the first eight years the races were run on the Isle of Man 37½-mile Mountain course and the capacity classes

varied in number from two to four. The smallest class (250 c.c.) survived only four years and the largest (1,000 c.c.) one year more. In 1955 the races were held over the Clypse circuit and the consequent loss of glamour was reflected in a substantial drop in entries; they were restored to the Mountain course the following year.

For the Golden Jubilee T.T. meeting last year the Clubman's series was suspended pending recasting. And last Monday the events reappeared at Oulton Park in strange, though more conventional, guise as the Clubman's Trophy Races. Gone were the restrictions on machines and the non-expert definition was much less stringent. These relaxations, together with the incomparably lower cost of competing at Oulton Park as compared with the Isle of Man, resulted in such a flood of entries that four eliminating heats of 40 riders each were required in the 350 c.c. event and three heats for the five-hundreds.

As the preliminary heats were run off during the morning, thoughts inevitably flashed back to earlier meetings in the series. Those incredibly brilliant stars Geoff Duke and Bob McIntyre both used the Clubman's T.T. as a stepping stone in the path to glory. Would the Oulton Park meeting throw up some new genius destined for fame? Or would the spoils be shared among rising stars of known promise such as Bruce Daniels, Ned Minihan and Peter Middleton (all riding Manx Nortons)?

On current form Daniels was fancied for the 500 c.c. Race. His third 500 c.c. place in the North West "200" only nine days earlier confirmed his recent promise in short-circuit races. On Monday he finished second to Middleton in his heat. Minihan won heats in both classes, as did M. R. Hancock (Norton). P. W. Read (Norton) won his 350 c.c. heat by the proverbial street but R. Stretch (Norton) had cruel misfortune in the form of magneto failure at half distance when he had the



Ned Minihan of the Westminster Club winning his heat in the 500 c.c. Race. Later in the day he spilled when his engine seized during the 350 c.c. final

second 350 c.c. heat in his pocket. His luck was kinder in his 500 c.c. heat and he finished second after a fine scrap with Hancock.

But few of the faster men had been really extending themselves, for the first 10 finishers in each 350 c.c. heat went into the final, as did the first 13 in the 500 c.c. heats. Poor Middleton had strained a muscle during the heats and failed to take his place on the starting grid for the 350 c.c. final. The remaining 39 riders got away to a wonderful start but Hancock's chances evaporated after only half a lap when his engine went silent at Knicker Brook. Ginger Payne (Norton) snatched the lead immediately but could not hold off Minihan for more than a lap.

For the next three laps Bell gradually pegged back the leader and then took over from him. Relentlessly the pair increased their advantage over Read, Payne and R. W. Good (Norton) but never more than a few yards separated Minihan from Bell. It was clear they were very evenly matched and each was waiting for the other to make a slip. Meanwhile Good, Read, Payne and Brookes did everything but knife one another in the ferocity of their struggle for third position.

Minihan slipped past Bell during the 11th lap but their tandem act continued. At half distance Payne began to lose ground slightly but Read, Good and Brookes fought with undiminished verve, though too far back to worry the leaders. At two-thirds distance it was anybody's race and anybody's third place. But the scrap for the lead ended two laps later when Minihan's engine locked on the approach to Island Bend and he was thrown, fortunately without serious injury.

After another three laps Good pulled into the pits with a sulky engine. With

that the first four men—Bell, Brookes, Read and Payne—remained evenly spaced to the end and it was left to J. T. Shakespeare (B.S.A.) to provide a last-minute thrill by pipping Payne for fourth place by no more than a machine's length.

Riders had a breather for an hour or so while the sidecars did battle. The ravages of the 350 c.c. final added a few more non-starters besides Peter Middleton for the five-hundred line-up. Hancock seemed determined to avenge his earlier ill luck and he lay second at the

end of the opening lap. But he was forced on to the grass at Island Bend and lost five places.

Brookes was in really cracking form. He led from the outset and lost no time at all in pulling safely out of reach of the second man, Daniels. At the end of Lap 6, Brookes' lead was 10 seconds and that was not Daniels' only worry, for soon Bell was howling at his heels. The race pattern remained static for another six laps with W. J. Sawford (Norton) keeping a close watch on Bell and with Good some way back in fifth position. Sixth was Hancock.

Then Bell went out in a toss at Druids Corner, letting Sawford into third place, and Hancock spent several minutes at his pit fettling a slipping clutch. At half distance it was Brookes, Daniels and Sawford, with Good well down in fourth position and P. E. Richardson (Norton) fifth a long way behind Good. Game to the last, Hancock restarted and enjoyed a grand tussle with Daniels, though several laps in arrears.

For the leaders, only reliability counted now. Or so it seemed until the last 10 laps when Daniels gradually whittled down Brookes' lead. But the effort was in vain for the leader, sensing the challenge, spurred sufficiently to stave it off.

Florian Camathias (B.M.W.) led all the way in the sidecar race, though Pip Harris (Norton) was never out of his slipstream.

**350 c.c. Clubman's Trophy Race** (heats 8 laps, final 36 laps): Heat 1.—M. R. Hancock (Norton). Heat 2.—W. D. Craig (Norton). Heat 3.—P. W. Read (Norton). Heat 4.—E. Minihan (Norton). Final.—1. G. Bell (Norton), 78.89 m.p.h.; 2. M. T. Brookes (Norton); 3. P. W. Read (Norton). **Fastest Lap**—Brookes, 80.81 m.p.h. **Centre Team Prize**—Yorkshire; D. Pratt (Norton). W. Hocking (Norton). G. Palmer (A.J.S.).

**500 c.c. Clubman's Trophy Race** (heats 8 laps, final 36 laps): Heat 1.—P. Middleton (Norton). Heat 2.—M. R. Hancock (Norton). Heat 3.—E. Minihan (Norton). Final.—1. M. T. Brookes (Norton), 80.96 m.p.h.; 2. B. J. Daniels (Norton); 3. W. J. Sawford (Norton). **Fastest Lap**—Brookes, 82.83 m.p.h. **Centre Team Prize**: Midland: Brookes, R. W. Good (Norton), J. Woolen (Norton). **1,000 c.c. Sidecar Race** (19 laps)—1. P. Camathias (B.M.W.), 76.9 m.p.h.; 2. P. V. Harris (Norton); 3. J. Beeton (Norton). **Fastest Lap**—Harris, 77.53 m.p.h.

A Lodge Corn r shot of M. R. Hancock (Norton), Malvern M.C.C., and E. A. Merryweather (B.S.A.) of the Wood Green Club in the 500 c.c. Race. After winning his heat, Hancock was slowed by a slipping clutch in the final







Above: A few quick steps, in with the clutch and into the saddle: W. S. Mizen gets his Junior A.J.S. on the move. Below: The MV fours are a focus of attention on every practice session. Here is John Hartle on his Senior mount at Signpost Corner

**P**RACTICE week in the Isle of Man is like some huge flywheel, at first barely perceptible in its movement and gathering momentum with each revolution until, at the end of the period, it is a blur of frenzied motion. Last Saturday morning the flywheel was little more than just on the move, with only the T.T. corner-indicator boards and the colourful banners around the course as portents of the dramas to be enacted next week. However, a number of riders—among them John Surtees, Jack Brett and Dickie Dale—were already firmly installed, taking life quietly and strolling down to the quay to greet newcomers arriving on each succeeding boat. Oddly enough, those boats brought more men than machinery. The solution to this apparent anomaly was to be found in the premises of the Peel Engineering Company, for many of the standard Norton and A.J.S. machines had been shipped well in advance, to be fitted with dolphin-type fairings of the latest style to comply with F.I.M. regulations.

### PRACTICE TIMES

**Today.**—Mountain course: 350 and 500 c.c. classes, 4.45 to 7.15 a.m.

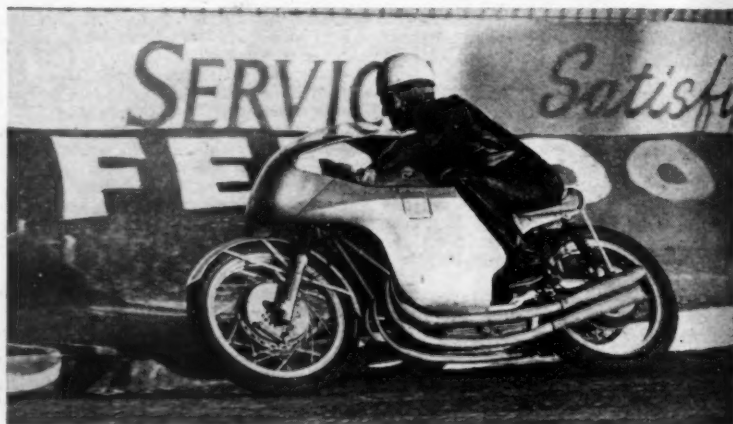
**Friday, May 30.**—Mountain course: 350 and 500 c.c. classes, 4.45 to 7.15 a.m. Clype circuit, 250 c.c. class, 6 to 7 p.m.; 125 c.c. class, 7 to 8 p.m.; Sidecar class, 8 to 9.15 p.m.

**Saturday, May 31.**—Clype circuit: 125 c.c. class, 6 to 7 p.m.; 250 c.c. class, 7 to 8 p.m.; Sidecar class, 8 to 9.15 p.m.

## Lapping

**S**INCE the successful experiments with radio-equipped travelling marshals two years ago the Auto-Cycle Union has been pressing for a repeat performance. The equipment used in the earlier trial was, unfortunately, not available; but to the rescue came the Murphy radio people with a receiver-transmitter suitable for motor-cycle use. The sets are mounted at the rear of the Triumphs used by the six marshals and the necessary repeater station, to obviate blotting-out of signals from distant parts of the course by land mass, is incorporated in the existing radio station on Snaefell.

**C**HIEF travelling marshal is once more Peter Crebbin, and his force comprises fellow Manxmen Colin Broughton, Ray Kelly and Jimmy Linskey, together with J. W. Moore and R. W. Marsh, both of whom have ridden in the Manx Grand Prix. Mounts for all six have been provided by Stan Hailwood, chief of Kings of Oxford, father of Mike Hailwood and sponsor of Ecurie Sportive.



**W**ITH over 70 fairings produced, the local factory seemed almost to have cornered the market and pre-practice weekend activity in many a workshop involved the offering-up of shells to mounts. Another odd point; most of the shells were coloured blue—to customers' orders. Pretty enough, but confusion lies ahead as attendants try to identify their riders. A run on paint stores is forecast!

**B**UT at least the Nortons of the Slazenger team riders (Jack Brett, Alan Tröw and Michael O'Rourke) could be readily picked out, not only by the distinctive light-blue colouring but also by the meticulous cleanliness of each mount. Again Peel fairings are employed though they are varied slightly in the fitting of a more curvaceous windshield brought from Ireland.

**A** QUICK trip round the Mountain course revealed that, for once, the winter season did not include a major re-alignment or the easement of this corner or that. The lap is as it was, apart from the resurfacing of a stretch from Brandish Corner to Hillberry. But a landmark has gone from the Mountain. The Bungalow is no more, and since erection of the circular hut which is to replace the old building has barely started, riders negotiate the Bungalow Bend and are faced with an open space, a few building materials and (incredibly) the foundations of a traffic roundabout, just to the right of the Mountain road. Through the bends and over the railway track the road remains unaltered. Only the surroundings have changed. The new hut was supposed to have been finished before the Races but work has been delayed.



# g the Island

**T.T. PRACTICE GAINS MOMENTUM IN MIXED WEATHER: JOHN SURTEES CIRCLES AT OVER 97 M.P.H. ON FOUR-CYLINDER MV AGUSTA**

SUNDAY evening visitors to Douglas Harbour were John Hartle and John Surtees—but they were not there to watch the fishermen; the "Manxman" was due from Liverpool, and on board was a trio of MV Agusta fours, two three-fifties and a five-hundred, to add to those already garaged at the Douglas Bay Hotel. Also off-loaded was Geoff Duke's van, carrying a pair of B.M.W. machines. The flywheel was starting to spin.

BUT not every machine arriving was of current type—not by a long way. Again scheduled for the Thursday of race week is the Vintage Club's T.T. Rally, and a few of the elderly mounts made an early crossing. Total entry for the rally is 86, comprising riders ranging in age from 16 to 84. As before, the programme comprises assembly at 2 p.m. near the Sefton Hotel, Douglas, and a move to St. John's where, at 3 p.m., the first riders will



Above: Alastair King (left) and Bob McIntyre pose with their Potts-modified Nortons under a row of numbers that will be familiar to race followers. Nos. 78 and 79 were carried by McIntyre during his double win in the golden-jubilee meeting last year. Below: The scene on Liverpool quay last Saturday as the Mona's Queen made ready for an Island crossing





Familiar figure, unfamiliar model. Here is the world-famous Dickie Dale on the flat-twin, shaft-drive B.M.W. he is to ride in the Senior

### THE RACES

**Monday, June 2.**—Junior (350 c.c.) T.T., 11 a.m. Mountain course, seven laps (264.13 miles).

**Wednesday, June 4.**—Lightweight 250 c.c. T.T., 10 a.m. Lightweight 125 c.c. T.T., 12.30 p.m. Sidecar (500 c.c.) T.T., 3 p.m. Clypse circuit, 10 laps (107.9 miles).

**Friday, June 6.**—Senior (500 c.c.) T.T., 11 a.m. Mountain course, seven laps (264.13 miles).

**Saturday, June 7 to Saturday, June 14.**—Isle of Man International Motor Scooter Rally.

be dispatched to complete two laps of the old-time short course, by way of Ballacraigne, Kirkmichael and the coast road to Peel. The day ends with a *concours d'élégance*, outside the Sefton, at 6 p.m.

ONE of this year's distinguished visitors will be Major Tom Loughborough who is expected to arrive next Tuesday and remain over to see the Wednesday and Friday races. He will be accompanied by Mrs. Loughborough. As the man primarily responsible for the organization of the meetings in the between-wars period when he was A.C.U. secretary as well as F.I.M. secretary general, it is most appropriate that T.W.L. should be in the Island this June just before his retirement (on June 30) from full-time work for the F.I.M. The last occasion on which he was responsible for a T.T. was in 1939; when the races were restarted after the war in 1947 Sam Huggett had become A.C.U. secretary and was the T.T. clerk of the course.

DOUGLAS awoke early on Monday to a gold-streaked, cloudless dawn holding promise of a fine day. But there was a chill in the air, and on some parts of the Mountain road were damp patches left by a heavy dew. Up by the pits on the Glencrutchery Road there was a scene of noisy activity as a long queue awaited the timekeepers' "off." Busy, too, were the scrutineers as they checked machines for safety—and more than one rider was warned that not enough clearance had been left between the ends of the brake and clutch levers and the fairing shells. This time they would be permitted to go out; but there would be work to do in the afternoon. . . . There was disappointment for Alastair King and Bob McIntyre (Nortons), for though they arrived in Glencrutchery Road in good time they had omitted to bring certificates of fitness, and so were turned away from the paddock gates.

THERE is a certain glamour in being first man away at the start of another year's practising, and this year G. J. Turner (Norton) made certain of his place. Other early risers were Michael O'Rourke and his Slazenger team-mates Jack Brett and Alan Trow; and, as usual, the kangaroo helmet motifs of Australian riders were well to the fore. Unluckily for O'Rourke, first to arrive at Governor's Bridge and nearing the end of a lap, some loose gravel had been left on the roadway at the exit from the dip and he slid off, to walk back to the pits where a slight cut on the knee was attended to. Brett was in mechanical trouble and his ride ended at Ballacraigne.

AT Sarah's Cottage, by the foot of Creg Willey's Hill, the U.S. visitor J. R. Marcotte (A.J.S.) parted from his machine

without injury—and those were all the recorded incidents. Unrecorded was a tense moment for Geoff Duke when, on full bore on the Mountain section, the securing strap of his Junior Norton petrol tank came undone—and another for Dick Thomson (Norton) when The Nook came in sight too rapidly; a long black skid mark on the roadway told its own story.

#### Best Lap Times, Monday a.m., May 26

	m	s	m.p.h.
J. Surtees (MV Agusta) . . . . .	23	35	95.99
G. E. Duke (B.M.W.) . . . . .	25	16.2	89.59
R. H. Dale (B.M.W.) . . . . .	25	16.8	89.55
R. B. Rensen (Norton) . . . . .	25	18.2	89.47
K. R. Campbell (Norton) . . . . .	25	29.2	88.82
N. C. McCutcheon (Norton) . . . . .	26	04.6	86.82

#### Junior

A. J. Trow (Norton) . . . . .	25	49.2	87.68
J. Buchan (Norton) . . . . .	25	59.2	87.10
G. A. Catlin (Norton) . . . . .	26	01.6	86.90
G. E. Duke (Norton) . . . . .	26	17	86.13
J. J. Wood (A.J.S.) . . . . .	26	33.8	85.22
R. N. Brown (A.J.S.) . . . . .	27	00.6	83.81

AT the start of Monday evening's practice session a travelling marshal reported clear conditions all round the course, with some wind on the Mountain section. Clouds gathered later and riders completed their final laps in light rain. Speeds were generally higher than those recorded in the morning, though John Surtees, fastest of the period, did not quite reach his earlier form. His first lap was made on his Junior mount; later he completed two circuits on the larger mount, the second of which was the faster.

OBSERVERS at Hillberry saw John Hartle (Senior MV Agusta), second man away from the pits, well out in front as riders began to tear down from Brandish Corner. His sweeping negotiation of the bend was faultless, as also was that of team-mate Surtees on his

Many hands make light work. A slight exhaust-system bending job is carried out on one of John Surtees' MV Agustas



**Esso****BULLETIN**

**BLACKMORE VALE M.C.C. MEETING**  
**NATIONAL MOTOR CYCLE ROAD RACES**  
**BLANDFORD · DORSET**

May 26th, 1958

JUNIOR RACE	<b>2<sup>ND</sup></b>	<b>J. H. L. LEWIS</b>	<b>348 c.c. NORTON</b>
ULTRA LIGHTWEIGHT RACE	<b>2<sup>ND</sup></b>	<b>D. H. EDLIN</b>	<b>123 c.c. M V AGUSTA</b>
SENIOR RACE	<b>4<sup>TH</sup></b>	<b>J. H. L. LEWIS</b>	<b>499 c.c. NORTON</b>
LIGHTWEIGHT RACE	<b>2<sup>ND</sup></b>	<b>J. D. HAMILTON</b>	<b>247 c.c. N.S.U.</b>

(Subject to official confirmation)

*"Yes, and gained  
on exactly the same petrol I'm  
putting in your  
tank now!"*

**GOLDEN**  
**ESSO EXTRA**

**Finest petrol  
in  
the world**





## more successes

### AINTREE ROAD RACES CLASS AWARDS

500 c.c.

1st A. KING.....NORTON  
2nd R. McINTYRE.....NORTON  
3rd B. BROWN.....NORTON

350 c.c.

1st A. KING.....NORTON  
2nd R. McINTYRE.....NORTON  
3rd K. H. PATRICK.....NORTON

250 c.c.

1st F. PURSLOW.....N.S.U.  
2nd M. HAILWOOD.....N.S.U.  
3rd D. MINTER.....R.E.G.

200 c.c.

1st F. PURSLOW.....DUCATI  
2nd M. HAILWOOD MV AGUSTA  
3rd W. WEBSTER MV AGUSTA

### NORTH WEST 200 ROAD RACES CLASS AWARDS

500 c.c.

1st J. BRETT.....NORTON  
2nd R. N. BROWN.....NORTON  
3rd B. J. DANIELS.....NORTON

350 c.c.

1st A. KING.....NORTON  
2nd K. H. PATRICK.....NORTON  
3rd W. A. HOLMES.....NORTON

250 c.c.

1st S. H. MILLER.....N.S.U.  
2nd M. HAILWOOD.....N.S.U.  
3rd T. ROBB.....N.S.U.

### FRENCH MOTO CROSS

1st G. J. DRAPER.....B.S.A.

(Subject to official confirmation)

with

# RENOLD

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Ray Fay was one of several riders warned by the scrutineers that more clearance would have to be provided between handlebar and fairsing

first appearance. By contrast the B.M.W.s piloted by Geoff Duke and Dickie Dale snaked noticeably as they departed for Cronk-ny-Mona; Duke's earlier passage on the Junior Norton had been faster. Bob McIntyre on his thirty-five pobbled past at touring speed, as unhappy as Surtees had been on his first Senior outing. At Braddan Bridge John took an unscheduled trip up the slip road.

**TRAGEDY** clouded the session. John F. Antram, 22-year-old New Zealander making his first trip to the Island, died instantly when his Junior

A.J.S. hit the wall at the foot of May Hill, Ramsey. Antram was on his opening lap; his machine caught fire and flames spread across the roadway, while marshals flagged following riders to a halt until the course could be cleared.

**SARAH'S COTTAGE** bend was to claim a mild casualty in South African D. Clark (Senior Norton) but fortunately the corner is not fast and he suffered no more than a few cuts. A seized engine accounted for Arthur Wheeler's (A.J.S.) stoppage at the Hawthorn.

#### Best Lap Times, Monday p.m., May 26

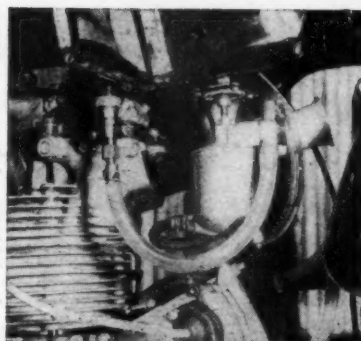
Senior		
	m s	m.p.h.
J. Surtees (MV Agusta) ..	23 39.8	95.66
T. S. Shepherd (Norton) ..	24 11.2	93.60
A. King (Norton) ..	24 42.4	91.62
I. Harlie (MV Agusta) ..	24 47.4	91.31
K. R. Campbell (Norton) ..	24 57.2	90.72
G. E. Duke (B.M.W.) ..	25 03	90.37

#### Junior

D. V. Chadwick (Norton) ..	25 37.8	88.32
J. Surtees (MV Agusta) ..	25 47	87.80
G. E. Duke (Norton) ..	25 47.6	87.76
J. D. Anderson (A.J.S.) ..	26 40.4	84.87
P. R. Pawson (Norton) ..	26 47	84.52
B. P. Setchell (Norton) ..	26 53.6	84.18

**CUSTOM** was slow for Tuesday's morning session, with only 55 machines on the course as against the 170-odd for the two preceding periods. And the number of riders, of course, was even fewer, since several turned up with both Junior and Senior mounts. Yet it was a pleasant morning, not too bright, not too cold, and the slight mist and damp patches soon cleared.

**LEADING** Senior was again John Surtees, with the highest speed so far—97.06 m.p.h. from a standing start. Consistency was shown by the best Junior, Dave Chadwick, whose time was identical with that he recorded the previous evening. Newcomer to the six-fastest lists—in both classes—was Bob McIntyre, who had worked until midnight changing the magneto, valve springs and gear ratios of his Junior Norton.



In an effort to reduce fuel aeration, Australian Dick Thompson has fitted an S.U. float chamber to his 7R A.J.S.

**THE** malevolent gremlins of Glen Helen stopped first Phil Palmer (A.J.S.) with a dropped valve, then Alan Holmes (Norton), who pulled up at the crest of Creg Willey's Hill with a broken connecting rod. Engine trouble of an obscure nature stranded Aaminar Howth (Norton) on the Mountain. Relaxing in the Caddybury tent after the ride which gave him third-best time in the Senior class, Jack Brett produced from a pocket of his leathers a small bundle wrapped in silver paper. It was, he said, his emergency rations—two cigarettes and a few loose matches. Useful, he quipped, if the machine packs up.

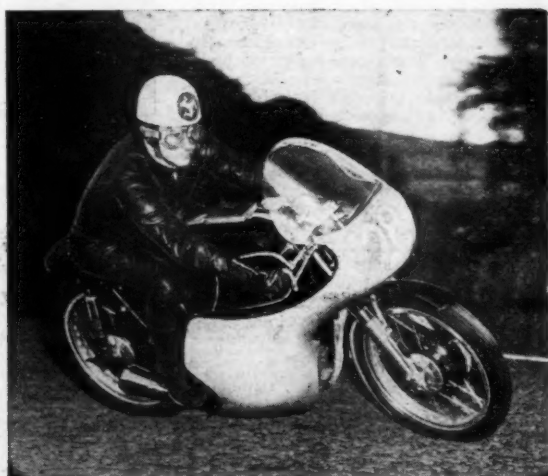
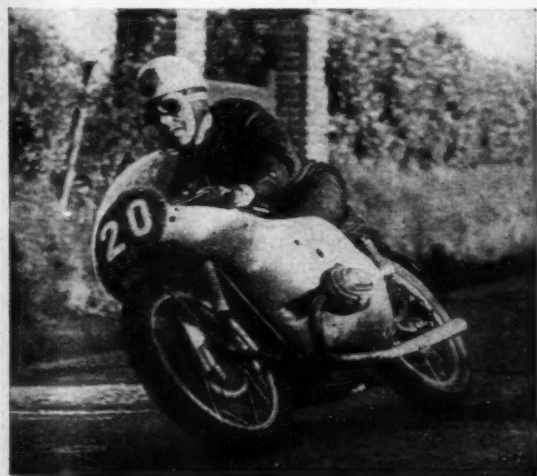
#### Best Lap Times, Tuesday a.m., May 27

Senior		
	m s	m.p.h.
J. Surtees (MV Agusta) ..	23 19.4	97.06
R. H. Dale (B.M.W.) ..	24 07	93.87
J. Brett (Norton) ..	24 22	92.91
J. Buchan (Norton) ..	24 33.4	92.18
R. McIntyre (Norton) ..	24 55	90.85
G. E. Duke (B.M.W.) ..	24 56.2	90.78

#### Junior

D. V. Chadwick (Norton) ..	25 37.8	88.32
R. McIntyre (Norton) ..	25 43.6	87.99
R. N. Brown (A.J.S.) ..	25 47.4	87.77
A. King (Norton) ..	25 49.4	87.66
G. E. Duke (Norton) ..	25 51.8	87.53
J. D. Anderson (A.J.S.) ..	25 58.8	87.14

Left: The maestro in action. Yes, here is Geoff Duke on his B.M.W. cornering at the Nook during his first practice session. Right: Local rider Jackie Wood at Quarter Bridge on his Junior A.J.S. He rides a Matchless in the Senior



## Then the Rains Came...

Wet Weather Plays Havoc with Time Schedule in Sunbeam "200"

Many Competitors Excluded by Half Distance

AT four o'clock last Saturday morning there sat a mud-bespattered crowd of motor cyclists enjoying bacon and eggs in the snug security of Ridgeway Café (breakfast stop on this year's Sunbeam "200"). The café is situated strategically at the end of a 33-mile stretch of downland track said to be the oldest road in Europe—Ridge Way where King Alfred and his followers helped to shape early British history.

Last week this same deeply rutted track found a place in the history of motor-cycle sport, for it proved the undoing of all but 25 of the 131 riders who four hours earlier had set out from Slough under cloudless skies which gave no hint of the torrential rain to come. "It's good to be alive," said one competitor attacking a second plateful of bacon and egg.

The Sunbeam Club's 200-mile super-sporting night trial was first held in 1926, and this year's event certainly enhanced its reputation as a tough trial. The highlight was without doubt Ridge Way, for although the speed schedule along the track was a mere 16½ m.p.h. the effect of the rain was such that over 60 competitors were excluded for arriving at the breakfast stop more than half an hour late. Yet the more experienced riders loved every inch of it and some arrived as much as 20 minutes early. Emergency route cards had been printed in case of wet weather but the first riders were nearly at the breakfast stop before the rain arrived, so Ridge Way was retained.

By comparison the second half of the route was main road until the four observed sections were reached. They were Ackland Lane, Exford Mill, Beggars' Roost and New Mill, all situated between Wheddon Cross and Hunters Inn (the North Devon beauty spot where the trial finished). Open to four centres, two non-territorial clubs and Army riders, the trial attracted a very mixed bag of competitors. Many were riding machines more suited to a main-road trial than to an event which in recent years has come to be recognized as more difficult than the "Land's End" or the "Exeter."

Yet the winner, George Takle, took his 692 c.c. Royal Enfield Meteor through the four observed sections with no more than a single mark lost for a quick dab on Ackland Lane. The numerous time checks and special tests cost him nothing and, having ridden up from Somerset in order to compete, he finished the round trip of nearly 400 miles seemingly as fresh as when he had started.

**Best Solo.**—G. T. Takle (692 Royal Enfield). 1 mark lost. **Best Sidecar.**—R. S. Badman (649 Triumph). 17 (brake test, 10s). **250 c.c.**—G. Gill (197 Francis-Barnett). 6. **350 c.c.**—E. J. Wratten (Matchless). 7. **500 c.c.**—R. E. Weston (498 Triumph). 12. **1,000 c.c.**—D. Bryant (592 A.J.S.). 17 (10.2s). **Best Army Rider.**—Sgt. D. H. Brooker (347 Matchless). 5. **Best Sunbeam Member.**—A. S. Jones (346 Royal Enfield). 11. **Best Newcomer.**—Sgt. C. A. Anderson (347 Matchless). 16. **Best Club Team.**—Sunbeam: A. J. Jones, C. A. Willis, E. S.T. Fryce. 44. **Best Army Team.**—Royal Military

Police, Woking: Sgt. F. W. Gamwell, Cpl. R. J. Coker, Cpl. R. Manuring, 48.

**First-class Awards.**—J. A. Rolfe (197 James). D. H. Wingate (197 James) and W. G. Stuart (347 A.J.S.). 8; Sgt. F. W. Gamwell (347 Matchless). 9; Sgt. S. J. Hoole (347 Matchless) and Cpl. R. J. Coker (347 Matchless). 10; A. J. Feist (197 Doh). C. A. Willis (346 Royal Enfield) and A. E. Haydon (498 Triumph). 12; J. E. Collins (347 A.J.S.). 13; Pte. E. Grace (347 Matchless). 15; Capt. J. L. Taylor (347 Matchless). 16; W. M. Peach (497 Ariel sc). 18.

## Winning on Points

THE Southend Club's national scramble held at Hadleigh, Essex, on Whit Monday, was unusual in that each event consisted of three races, the competitor having the lowest aggregate marks being the winner. Marks were awarded, one for a win, two for second and three for a third, etc.

Torrential rain which fell during the morning made the course extremely difficult and one stretch—a steep, muddy climb—had to be by-passed. The second and third races in each event were shortened from eight to six laps.

On his renowned Greeves models Brian Stonebridge was in brilliant form and won all his races in both the 250 c.c. and 350 c.c. events. No rider ever looked like challenging him. In the 1,000 c.c. event Gordon Jackson (498 A.J.S.) was pressed hard by Brian Leask and G. P. Daryn (Triumphs). However, the edge always lay with Jackson.

**250 c.c.** First Race (8 laps).—1. B. G. Stonebridge (Greeves). 2. J. E. Ford (Francis-Barnett). 3. B. D. Leask (197 Greeves). **Second Race** (6 laps).—1. Stonebridge. 2. Ford. 3. E. G. Stroud (197 Greeves). **Third Race** (6 laps).—1. Stonebridge. 2. Leask. 3. Ford. **Final placing.**—1. Stonebridge. 3 points; 2. Ford. 7; 3. Stroud. 14.

**350 c.c.** First Race (6 laps).—1. Stonebridge (255 Greeves). 2. M. Banks (255 Francis-Barnett). 3. D. C. Palmer (255 Greeves). **Second Race** (6 laps).—1. Stonebridge. 2. Palmer. 3. Banks. **Third Race** (6 laps).—1. Stonebridge. 2. Palmer. 3. Banks. **Final placing.**—1. Stonebridge. 8; 2. Palmer. 7; 3. Banks. 8.

**1,000 c.c.** First Race (8 laps).—1. G. L. Jackson (498 A.J.S.). 2. Leask (498 Triumph). 3. G. P. Daryn (498 Triumph). **Second Race** (6 laps).—1. Jackson. 2. Leask. 3. Daryn. **Third Race.**—1. Jackson. 2. Leask. 3. Daryn. **Final placing.**—1. Jackson. 5; 2. Leask. 6; 3. Daryn. 9.

## A Wet Scoot

ALMOST exactly 54 years ago, the M.C.C. made history by promoting the first-ever long-distance road event for motor cycles—the celebrated London-Edinburgh Run. The Scoot to Scotland, the second edition of which started last Friday night and finished on the Scottish capital's outskirts some 24 hours later, is a latter-day M.C.C. sequel to the original London-Edinburgh concept.

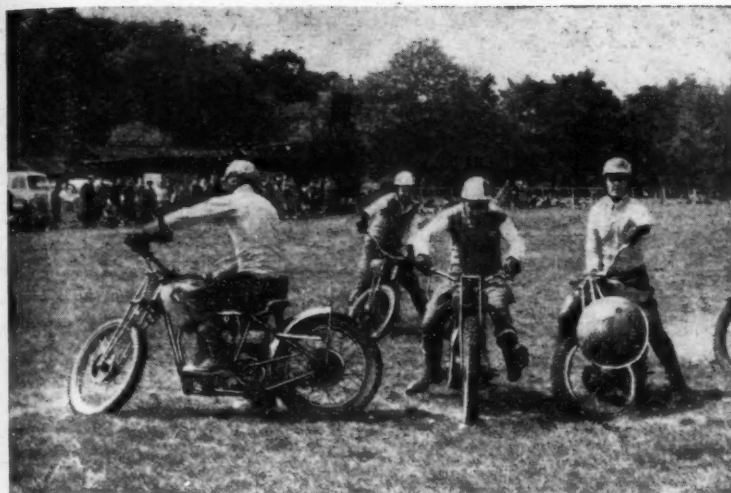
Starting points last Friday were London, Oxford, Bristol, Cambridge, Kenilworth, Derby, Edinburgh, Glasgow, Hull, Manchester and Newcastle. The entire entry—there was a field of 219—linked up at Harrogate in the early hours of Saturday morning and then set off to tackle Park Rash, Buttertubs, West Stonesdale, Tan Hill and Kirkstone Pass.

The rain that swept the country on Saturday began soon after the early numbers had left the Harrogate control and stayed with them all the way. In spite of the liquid atmosphere, however, there was no great trouble and even on the stop-and-restart test at Tan Hill there were only 13 failures. Only 35 riders failed to complete the course.

In the early hours of Saturday Sgt. R. V. Betts (Matchless) of 9 Coy. R.A.S.C. reports at Supertay Farm, the first check point. The officials shelter in an old car body







A lusty left-foot kick by Jim Crumplin of the North Hants A team. The Velocette ridden by Prestwich's star player, J. H. Cooper, is partly obscured by the ball

## Parsons Rides Again

Famous Old-Timer Enlivens Whitsun Moto-ball at Tweseldown

**S**PECTATORS at the North Hants-organized moto-ball matches at Tweseldown last Sunday got their first traces of sunburn this year. But they got more—much more. They were able to study a moto-ball technique of a kind that has not been seen in this country since 1954—when Jeff Parsons, perhaps the game's finest exponent in pre-war years, played last.

Parsons never dribbles the ball in the present-day mode. Instead, he kicks it ahead of him just far enough to let him come up behind it on whichever side is the more convenient. He never hurries. Yet in the one game in which he played he scored three goals in effortless style.

North Hants fielded two teams—an A team to play against Prestwich and a B team to enter the lists against the Rochdale Club. The games took place at Tweseldown Race Course, near Aldershot, and the crowd was one of the best that has been seen at a moto-ball game since the revival began about 18 months ago.

The home team won both games. The Prestwich and Rochdale teams were determined enough and their machines stood the pace but they were both notably outclassed. In the first game, N. Hants A versus Prestwich, some sort of balance was achieved when Buster Eales (N. Hants) was winded in a fall and a teammate, Vic Hyland, had to leave the field to straighten out a bent rear-brake anchor. But Prestwich's superiority was momentary and the game ended with the score four to nil.

The stronger N. Hants side was fielded in the second game and its superiority was even more marked. The score was

11 to nil, in spite of the fact that Paul Milam of North Hants joined forces with Rochdale to even matters up.

Next day—Whit Monday—those old antagonists, North Hants and Border, met at Cobham. Border play was ragged in the first half and Vic Hyland slipped through to score in the first half. Thereafter Border rallied and there was no more scoring. Indeed, in the second half most of the play took place in the North Hants half.

## Exmoor Trial

**B**Y the amazing margin of 24 marks Bill Martin (197 James) won the Exmoor Trial on Sunday in the perfect weather which has become almost an accepted feature of this popular North Devon event. Held under a regional-restricted permit, the trial was open to the South-Western, South-Eastern and Wessex centres and attracted an all-solo entry of 111. Clerk of the course, as usual, was Bob Ray, former I.S.D.T. Trophy teamster and British Experts' Trial winner. This year he shifted the scene of operations from Muddiford to Hunters Inn (where the Sunbeam "200" had finished 24 hours previously).

Within a mile of the start came Tyrells, a group of three observed sections so difficult that the first was conquered by nobody. Closest to success on the slippery climb at Tyrells 1 were Colin Lambert (199 Triumph) and Arthur Willcott (201 James), each of whom dabbed just once near the top. Both were clean on the rocky stream which formed Tyrells 3 and Lambert shared with Martin the

distinction of being unpunished on both laps.

Deeply shadowed beneath overhanging trees, the three sections at Rhydda Bank—old Exmoor Trial favourites—seemed rockier than ever before. Dennis Dodd (347 A.J.S.) was the only rider to cope with Rhydda Bank 1 on the first lap and Martin enjoyed the same honour on Lap 2. Two Triumph Trophy exponents—Tony Smith and David Budd—recorded the only clean climbs at Verwill on Lap 1; both of them zoomed over the rock slabs in a most spirited manner.

The narrow defile through sheer rock walls at Combe Martin was far less difficult than usual owing to recent heavy rain having denuded the rocks of their muddy coating. The next two hazards, too, were simple in the extreme. One, called Quarry Drop, had as its ingredients a sharp descent and some awkwardly placed turns which caught none but the unwary or the unfortunate. The other, known as The Wall, was almost straight and flat but surfaced with a profusion of loose stones.

Finally came Devil's Cauldron, a remote and mysterious place where water welled up unceasingly among the rocks and heather before disappearing again on its way down to the sea 1,000 feet below the heights of Holdstone Down where this section was situated.

Thirteen riders mastered the steep gradients and mud on the first lap but the layout was changed for the second onslaught with the result that only five unpunished performances were recorded.

**Best Performance.**—W. H. Martin (197 James); 16 marks lost 200 c.c.—C. A. M. Lambert (Triumph); 40. 350 c.c.—A. K. Willcott (201 James); 45. 500 c.c.—N. F. Flury (Triumph); 54. **Best North Devon Member.**—A. K. Ree (197 Triumph); 102. **Best Club Team.**—West of England; Martin Willcott, A. J. Leigh, 117. **First-class Awards.**—J. M. Simpson (197 Greeves); 45. D. Borden (197 James); 45. S. Shortridge (197 D.M.W.); 47. H. R. C. Hurst (197 H.J.H.); 48. P. G. Harden (197 Francis-Barnett); 51. D. A. Webber (197 James); 53. A. M. Smith (Triumph); 54. C. H. Clayton (347 A.J.S.); 57. A. J. Leigh (490 Norton); 58. J. M. Walter (347 A.J.S.); 59. D. Budd (495 Triumph); 62.

## Chimay Meeting

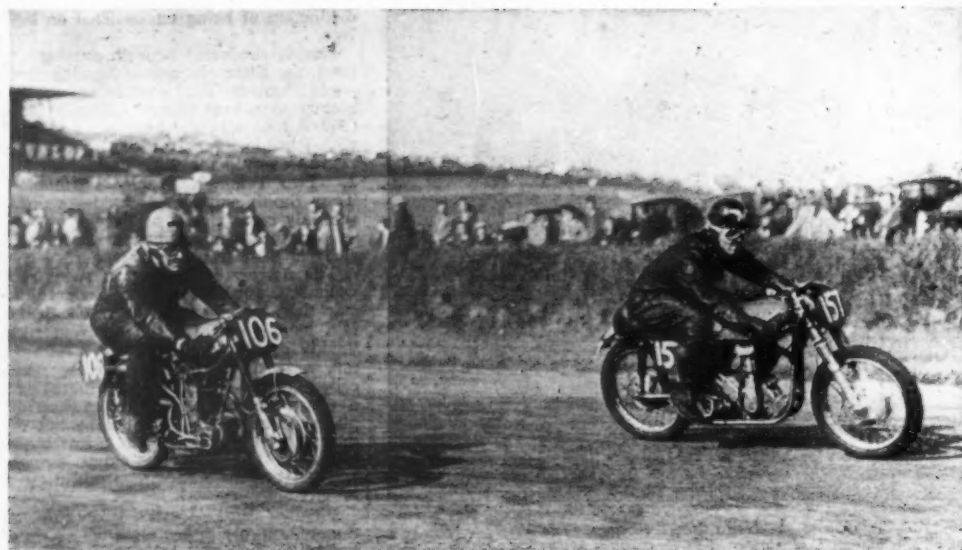
**R**IDERS from Germany won three of the four races in last Sunday's Circuit des Frontières meeting at Chimay, Belgium, but Firmin Dauwe kept the national flag flying by winning the 350 c.c. Race on his Norton; he also broke the 350 c.c. lap record at 96.7 m.p.h.

In winning the 500 c.c. Race, Ernst Hiller (B.M.W.) led throughout. At first there was a scrap for second place between Huber, Dauwe, Jager and Peter Ferbrache. Subsequently Bob Matthews (Norton), the Irishman, came into the picture to chase Huber and finish third.

Austin Carson (Norton) of Ireland led easily in the 350 c.c. event until a piston seizure put him out on the seventh lap.

**125 c.c. Race** (5 laps—35.6 miles).—1. H. Lüttenberger (F.B. Mondial); 24m 24.5s. 93 m.p.h. 2. E. Spindler (Ducati); 3. E. Nicklasson (Ducati). **Fastest Lap.**—Lüttenberger, 4m 48.6s. 84.26 m.p.h. **350 c.c. Race** (7 laps—47.2 miles).—1. H. Kassner (N.S.U.); 30m 50.3s. 91.3 m.p.h. 2. H. Ferbrache (N.S.U.); 3. A. Helas (N.S.U.). **Fastest Lap.**—Kassner, 4m 20.7s. 93.2 m.p.h. (record). **500 c.c. Race** (10 laps—67.4 miles).—1. F. Dauwe (Norton); 42m 41.7s. 95.86 m.p.h. 2. K. H. Tostevin (Norton); 3. P. Ferbrache (A.J.S.). **Fastest Lap.**—Dauwe, 4m 11.3s. 96.7 m.p.h. (record).

**500 c.c. Race** (10 laps—67.4 miles).—1. E. Hiller (B.M.W.); 39m 35s. 101.3 m.p.h. 2. A. Huber (B.M.W.); 3. R. Matthews (Norton). **Fastest Lap.**—Hiller, 3m 52.2s. 104.6 m.p.h.



Sunshine after rain: in the early stages of the two-fifty final Tom Thorp (MV Agusta), who eventually finished second, is about to overtake D. J. Bodle (Excelsior)

## Brands Wet and Dry

Mike Hailwood (N.S.U. and Norton), Bob Anderson (Norton) and Bill Boddice (Norton sc) Shine on Kentish Circuit

**R**AIN fell relentlessly throughout the practising period and during the early stages of the Whit Monday racing at Brands Hatch. Fortunately the clouds lifted shortly after the meeting started, the rain ceased not long after midday and later the sun came out.

Heats for 250, 350 and 1,000 c.c. machines opened the proceedings, after which came an innovation for the Kent circuit—a three-lap 50 c.c. event which brought an easy win to C. R. Denton (Itom) at over 43 m.p.h. When the two-hundreds came out the track was drying rapidly. Mike Hailwood (MV Agusta) was a non-starter but a most stirring duel was provided by D. Hamer (MV Agusta) and D. M. Field whose 124 c.c. MV Agusta sported a nose fairing. Hamer led narrowly for most of the race and lost by a bare length.

Even more exciting was a triangular battle in the three-fifty final. E. F. Wooder (Norton) was constantly harried by R. Minto and T. Brown, also on Nortons. On the penultimate lap Brown managed to pass both his rivals but first Wooder and then Minto repassed him.

After the sidecar final—a cakewalk for Bill Boddice (Norton) over Cyril Smith (Norton)—came the 350 c.c. invitation race and tentative sunshine. Again there was a spectacular three-cornered battle, with Hailwood, Tom Thorp and Bob Anderson—all on Nortons—as the protagonists. The trio swapped places with almost bewildering rapidity but during the last two laps Hailwood drew away.

Anderson (499 Norton) got his revenge in the first 1,000 c.c. invitation race when

he beat Hailwood, similarly mounted, by 8s. Hailwood's hopes of turning the tables in the second 1,000 c.c. invitation race were dashed when, after a bad start, he came off at Kidney Bend when lying seventh, fortunately without injury. Anderson romped home more than half a lap ahead of R. Hunter (Norton).

**50 c.c. Race** (3 laps).—1. C. R. Denton (Itom) 43.32 m.p.h.; 2. D. M. Dibble (Itom); 3. M. E. Garton (Itom). **250 c.c. Race** (10 laps).—1. D. M. Field (124 MV Agusta), 60.51 m.p.h.; 2. D. Hamer (MV Agusta); 3. J. Bacon (175 Ducati). **250 c.c. Race** (heats 4 laps, final 10 laps): **Heat 1**.—E. M. Kempton (E.M.K.), 52.58 m.p.h. **Heat 2**.—A. W. Akers (Ariel), 51.79 m.p.h. **Final**.—1. S. M. B. Hailwood (N.S.U.), 65.59 m.p.h.; 2. T. Thorp (MV Agusta); 3. Kempton.

**350 c.c. Race** (heats 4 laps, final 10 laps): **Heat 1**.—W. Siddes (B.S.A.), 53.50 m.p.h. **Heat 2**.—E. F. Wooder (Norton), 55.35 m.p.h. **Final**.—1. T. Brown (Norton), 1.000 c.c. **Race** (heats 4 laps, final 10 laps): **Heat 1**.—D. McDonald (Vincenzo), 52.3 m.p.h. **Heat 2**.—C. Jones (499 B.S.A.), 55.36 m.p.h. **Final**.—1. E. Morle (Norton), 65.5 m.p.h.; 2. J. A. Deighton (Norton); 3. Jones.

**Sidecar Race** (heats 4 laps, final 8 laps): **Heat 1**.—C. Smith (Norton), 59.32 m.p.h. **Heat 2**.—W. G. Boddice (Norton), 62.59 m.p.h. **Final**.—1. Boddice, 64.57 m.p.h.; 2. Smith; 3. E. T. Young (E.T.Y.-Triumph). **Sidecar Handicap** (heats 4 laps, final 8 laps): **Heat 1**.—Smith, 62.30 m.p.h. **Heat 2**.—Boddice, 61.06 m.p.h. **Final**.—1. B. G. Gross (Norton), 60.05 m.p.h.; 2. T. Polwell (Matchless); 3. H. W. Lee (649 Norton-Triumph).

**350 c.c. Invitation Race** (15 laps).—1. S. M. B. Hailwood (Norton), 69.21 m.p.h.; 2. T. Thorp (Norton); 3. R. E. F. Anderson (Norton). **First 1,000 c.c. Invitation Race** (15 laps).—1. Anderson (Norton), 71.52 m.p.h.; 2. Hailwood (Norton); 3. Thorp (Norton). **Second 1,000 c.c. Invitation Race** (15 laps).—1. Anderson (Norton), 71.22 m.p.h.; 2. R. Hunter (Norton); 3. M. A. Bowdery (348 Norton).

## Double Win

**BOTH** the Junior and Senior Races at Cadwell Park on Whit Monday were won by Ken Patrick (Nortons) and the 17,000 people who saw him do it enjoyed a fine sunny day. R. Lawrence (B.S.A.)

led the 350 c.c. Race final for two laps but then Patrick went to the front on Coppice Hill and remained there. L. P. Young (A.J.S.) could not stave off a challenge by Ted Sugden (Norton), who moved into third berth.

In the Senior final Patrick was again quickly in the lead and was never seriously challenged. The race was no procession, however, for behind Patrick, Peter Davey, John Holder and R. Cousins, all on Nortons, fought determinedly for second place. On the sixth lap the three streaked down the straight in line abreast. But Davey finally forged ahead. Patrick finished with a lead of over 7s having made fastest lap of the day in 1m 10.5s, 62.27 m.p.h.

**250 c.c. Race** (8 laps).—1. J. Murgatroyd (Veloce), 10m 47.5s, 55.7 m.p.h.; 2. T. E. Penwick (Moto-Guzzi); 3. P. H. Tait (Veloce). **350 c.c. Race** (8 laps).—1. K. H. Patrick (Norton), 9m 57.5s, 60.51 m.p.h.; 2. R. Lawrence (B.S.A.); 3. E. Sugden (Norton). **Senior Seles** (12 laps).—1. Patrick, 14m 27.5s, 62.27 m.p.h.; 2. P. A. Davey (Norton); 3. J. R. Holder (Norton). **Sidecar Scratch Race** (8 laps).—1. R. A. Robinson (998 Vincent), 10m 39s, 56.4 m.p.h.; 2. C. Freeman (Norton); 3. R. E. Cheney (Norton). **Sidecar Handicap** (8 laps).—1. S. Nightingale (Norton), 11m 37s, 53.2 m.p.h.; 2. Cheney; 3. T. C. Layton (Norton).

## French Grand Prix

**THE** road races held at Pau last Sunday did not really merit their title of French Grand Prix. They were not included in the list of classic meetings counting towards the world's championships and none of the super stars was present (because, primarily, of the start of T.T. practising).

Winner of the 500 c.c. and 350 c.c. classes was Jacques Collet (Norton) of France. George Salt (Norton), Britain, was second in each case. In the 500 c.c. class he finished 3.9s behind the winner; in the 350 c.c. event the time gap was greater—8.2s.

**500 c.c. Race**.—1. J. Collet (Norton), 1h 12m 41.1s; 2. G. T. Salt (Norton), 1h 12m 45s; 3. E. R. Piton (Norton), 1h 12m 45.3s. **350 c.c. Race**.—1. Collet, 59m 32.9s; 2. Salt, 1h 0m 1.1s; 3. A. Montanari (Moto-Guzzi), 1h 0m 32.2s.

# Fireworks at Blandford Races

**Ernie Washer (Norton) Smashes Lap Record Twice in Losing 500 c.c. Final by a Wheel Diameter**

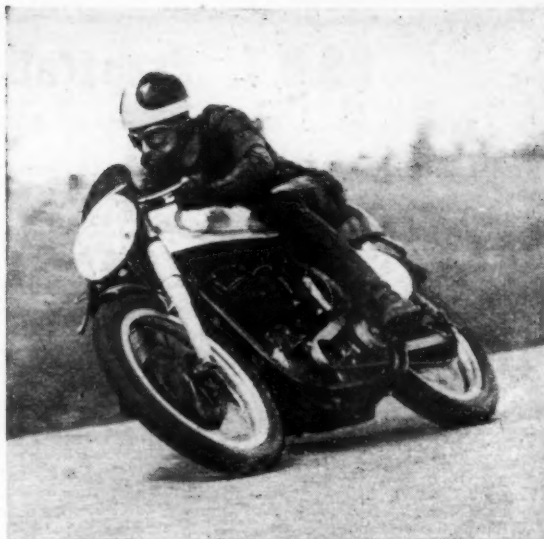
THE belt of torrential rain that swept across southern England on Whit Monday had passed over Blandford, Dorset, by mid-morning and a goodly crowd turned out to watch the Blackmore Vale Club's national road races which were run off in warm, sunny weather.

First event in the programme—Heat 1 of the 350 c.c. Race—was won in brilliant style by John Lewis (Norton) with John Clark (Norton) a very close second. Winner of the second heat was Ernie Washer (Norton). The opening stages of the final saw a cracking duel for the lead between Clark and John Hamilton (Norton). The pair swapped places furiously and rapidly drew away from the rest of the field. But Hamilton overdid matters at Anson Corner on Lap 7 and that was that. Clark went on to score a runaway victory.

During the later stages of the race, which was over 16 laps, attention focused on a hectic scrap for second place between Lewis and Washer. Another wheel-to-wheel affair, the joust was settled in Lewis' favour but by only half a length.

In the 500 c.c. final Alan Rutherford (Norton) made a superb start and led the pack down the sharp drop to Cuckoo Corner. At the end of the lap Tony

*Man in a hurry: John Clark whangs his Norton through Cuckoo Corner on his way to winning the 350 c.c. final*



Godfrey (Norton) was in front with Rutherford second, Washer (Norton) third and Clark (Norton) fourth. Godfrey was in scintillating form and soon began to draw away. His fourth lap, turned at 87.5 m.p.h., was a record. But behind him there were fireworks galore.

Making the sparks fly in a footrest-scraping dice for second berth were Rutherford, Washer and Clark. The pace proved too hot for Clark and he began to give ground at half distance. Rutherford and Washer piled on the coals and though Rutherford strived to stay ahead it was Washer who gave the lap record another belting: his 12th lap was completed at 87.91 m.p.h. On Lap 13 Washer

passed Rutherford and set his sights on Godfrey. With a lap to go Washer was but 50 yards in arrears. But even though his last lap was again a record (88.05 m.p.h.) he lost by a wheel!

**350 c.c. Race** (heats 5 laps, final 16 laps): Heat 1.—J. H. L. Lewis (Norton), 81.38 m.p.h. Heat 2.—E. J. Washer (Norton), 79.55 m.p.h. Final.—1, J. R. Clark (Norton), 81.21 m.p.h.; 2, Lewis; 3, Washer. **500 c.c.** (4 laps).—1, F. Sheene (IOM), 42.49 m.p.h.; 2, R. Field (IOM); 3, N. J. Dicks (IOM). **125 c.c.** (6 laps).—1, F. Purslow (Ducati), 69.1 m.p.h.; 2, D. H. Edlin (MV Agusta); 3, E. L. Griffiths (B.S.A.).

**500 c.c.** (heats 5 laps, final 16 laps): Heat 1.—J. H. L. Lewis (Norton), 84.69 m.p.h. Heat 2.—F. A. Rutherford (Norton), 82.91 m.p.h. Final.—1, T. Godfrey (Norton), 86.22 m.p.h.; 2, E. J. Washer (Norton); 3, Rutherford. **Fastest Lap.**—Washer, 88.05 m.p.h. (record). **250 c.c.** (2 laps).—1, F. Purslow (N.S.U.), 76.1 m.p.h.; 2, J. D. Hamilton (N.S.U.); 3, B. E. Keys (Norton).

## North Win on Home Ground

**Victory at Cuerden Park Fails to Gain Team Rubber**

THE northern side won by 34 points the exciting second leg of the North v. South Scramble, run in glorious weather over the fast Cuerden Park circuit, near Preston, last Monday. But try as they might the home side could not win the rubber. The North were 67 marks in the red as the result of their defeat in the southern leg at Brill in April. The marking after the first leg was South 186, North 119, and the final totals were North 291, South 324.

Each side had 12 riders and six of each came out for the four 10-lap races. The first event set the pattern for the afternoon—a thrilling, ding-dong struggle from beginning to end. As the daring dozen funnelled off the straight into the rough stuff, southerner John Clayton (Matchless) was in the lead.

At the end of the first lap Ian Horsell, South, on his A.J.S.-powered B.S.A. led team mate Clayton with Denis Bickerton (B.S.A.), North, in third place. Then the fun really started. Arthur Lampkin (B.S.A.), North, had been left on the line but he was not staying behind for long. His machine bucked like a steer gone mad, yet somehow he stayed on and by Lap 4 was in the lead! On Lap 8, with riders lying on the tank to reduce windage on the 60 m.p.h. straight, Terry Cheshire (B.S.A.), North, took second place and stayed there.

In the second race Tony White (B.S.A.), South, led almost from the start. Two northerners came up to do battle. First was Peter Fletcher (B.S.A.) but no sooner had he got within reach than a length of course-marking tape picked up in his rear wheel and partly applied the brake. Then John Stallard (Triumph) moved up. In the final yards he sent officials leaping for safety as he tried to ride round the leader but he was just too late.

Stallard won the third race with southerner Roy King (B.S.A.) second throughout. The fourth race and the third to bring a win for the north saw Lampkin in the lead until the last few yards when he

slowed and allowed team-mate Cheshire to pass him. So ended a grand meeting extremely ably organized by the North-Western Centre.

**First Race.**—1, A. J. Lampkin (B.S.A.), Ncr:n. 21m 40s; 2, T. W. Cheshire (B.S.A.), North; 3, J. E. Clayton (Matchless), South; 4, I. S. Horsell (A.J.S.), South; 5, A. T. Gibbs (Ariel), North; 6, D. Bickerton (B.S.A.), North; 7, R. Kylin (Triumph), North; 8, R. D. King (B.S.A.), South; 9, D. Butterworth (B.S.A.), North; 10, K. Potter (A.J.S.), South; 11, P. Cremer (Triumph), South. North 48, South 29.

**Second Race.**—1, T. White (B.S.A.), South, 22m 34s; 2, J. D. Stallard (Triumph), North; 3, J. Johnson (B.S.A.), South; 4, P. Fletcher (B.S.A.), North; 5, M. V. Curtis (Matchless), South; 6, D. Wigley (B.S.A.), South; 7, J. R. Taylor (B.S.A.), South; 8, J. K. Hirst (B.S.A.), North; 9, J. Matthews (Triumph), North; 10, S. Bickerton (249 Dot), North; 11, W. R. Curtis (B.S.A.), South; 12, F. Yarwood (B.S.A.), North, North 33, South 45.

**Third Race.**—1, Stallard, North, 21m 55s; 2, R. D. King, South; 3, Gibbs, North; 4, Fletcher, North; 5, Potter, South; 6, Hirst, North; 7, Horsell, South; 8, Yarwood, North; 9, Bickerton, North; 10, G. King (B.S.A.), South; 11, Cremer, South. North 47, South 30.

**Fourth Race.**—1, Cheshire, North, 21m 34s; 2, Lampkin, North; 3, Taylor, South; 4, Bickerton, North; 5, Wigley, South; 6, White, South; 7, Kylin, North; 8, M. V. Curtis, South; 9, Butterworth, North; 10, Johnson, South; 11, Matthews, North; 12, W. R. Curtis, South. North 44, South 34. **Total Points** (this leg): North 172, South 138. **Final Score** (both legs): North 324, North 291.

**Senior Riders' Race.**—1, J. K. Hirst; 2, R. France (B.S.A.); 3, E. Bardsley (197 Greeves). **Junior Riders' Race.**—1, P. Wilson (348 B.S.A.); 2, E. Roberts (348 Triumph); 3, W. Fitton (197 Dot). **All-comers' Race.**—1, A. J. Lampkin; 2, J. Clayton; 3, T. W. Cheshire.



## I.S.D.T. Preparation

Tests in Welsh Trial : Twenty-six Riders on Short

List for British Teams

**SELECTION** tests—or the main part of the tests—for Trophy and Vase teams for the International Six Days' Trial take place in conjunction with the Welsh Three-Day Trial to be based on Llandrindod Wells on June 18 to 20. Invited riders will compete in the normal way (though at the faster of the two speed schedules arranged) and will be set additional mechanical tests.

Those asked by the Auto-Cycle Union to take part are: Eric Adcock (Dot), Gordon Blakeway, Ron Langston, Tony Gibbs and Jim Sheehan (Ariels), Johnny Brittain, Terry Cheshire and Peter Stirling (Royal Enfields), David Curtis, Bob Manns and Sid Wicken (Matchless), Gordon Jackson (A.J.S.), Johnny Giles, Ken Heanes, Roy Peplow (Triumphs), Arthur Lampkin, Brian Martin and Peter Taft (B.S.A.s), the Sharp brothers and Ernie Smith (Francis-Barnetts), Brian Stonebridge and Jack Simpson (Greeves) and Garth Wheldon (James). Stan Holmes and Peter Fletcher will take part but the makes of machine they will ride are not yet settled.

Two teams are to be entered in the Welsh trial by the Army and riders were selected after tests held at Bordon, Hampshire, on Monday and Tuesday of last week. The teams are: "A," Cfn. Pat Brittain, Sgt. T. H. Challoner and Cfn. R. S. Hart; "B," Sgt. A. Nicholson, S.S.M. J. D. Day and Gnr. D. J. Theobald. The machines to be used will be Dots and Greeves, though which riders will ride which makes has yet to be decided. From the six riders will be chosen one team for the I.S.D.T. in September.

### Ulster G.P.

**THIS YEAR'S** classic Ulster Grand Prix will be held on the Dundrod circuit, Belfast, Northern Ireland on August 9. Up to 1956 the "Ulster" was a two-day meeting but, because of petrol rationing, last year's races were confined to one day. The experiment was so successful that the organizers, the Ulster Club, have decided to continue the one-day pattern for 1958. There will be races for 125, 250, 350 and 500 c.c. solos but no sidecar race. Practising will take place on August 6 and 7. Regulations are available from the Ulster Motor Cycle Club, Ltd., 83, High Street, Belfast, Northern Ireland. Entries close on July 3.

### World's Records

**COPIES** of the F.I.M. booklet, *World's Motor Cycle Records for 1957* are now available, price 5s post paid, from the secretary general, T. W. Loughborough, The Old Forge, Hawkhurst, Kent. The edition is slimmer than were those for previous years because, of course, the number of records that could be attacked since 1 January 1957 has been reduced from 36 to nine. (That does not mean that some 75 per cent of the records existing at the end of 1956 are no longer recognized; it simply means that every one of them stands until—if ever—it can again be attacked officially.)

### Thruxton 500 Miles

**A NEW REGULATION** designed to overcome lap-scoring problems has been introduced for the Southampton Club's 500-mile Race at Thruxton on June 21. Each entrant must supply one lap scorer per machine. He

will be required to work under the supervision of the organizers. No rider will be permitted to start until the lap scorer has reported for duty. Entries close on June 7. Secretary of the meeting is Neville Goss, 60, Bursledon Road, Bittern, Southampton. When this issue closed for press, 45 entries had been received: 19 for the single-cylinder class, 18 for the multi-cylinder category and eight three-fifties.

## Sports Shorts

**NUMEROUS T.T. STARS** will be at Mallory Park, near Leicester, for the East-Midland Centre national road races on June 8. Among them are Borro Castellani, Bob McIntyre, Geoff Duke, Dickie Dale, Bob Brown, the Hinton brothers, Bob Anderson, Dave Chadwick, Pip Harris and Cyril Smith. Racing begins at 2 p.m.

**A RALLY**, open to non-clubmen as well as to club members, will be held by the Kinross Club on June 15. The start will be from Viewforth filling station just south of Kincardine Bridge, at 11 a.m. Any solo or sidecar outfit that complies with the law is eligible. Entry costs 5s. Secretary is A. Ramsay, 56, Whitelaw Crescent, Dunfermline, Fife.

**IN THE WOOD GREEN CLUB'S** 24-hour Roadcraft Tour, June 21-22, each competitor will be required to carry a sealed watch to be used for timing him at all controls. In the regulations it is stipulated that entrants must make a deposit of £1 10s on the watch at the time of entry. However, it has now been arranged for the deposit to be payable at the start and returnable immediately the watch is surrendered to the organizers at the finish. The tour starts from Alexandra Palace, London, N.10, embraces a route to North Devon and returns to the North London area. Full details can be obtained from H. J. Marriott, 13, East View, Barnet, Herts. Entries close on June 9.

**YET ANOTHER** road-racing star, Denis Parkinson, will take part in the Isle of Man Scooter Rally to be held from June 7 to 14. (The news that Freddie Frith would take part was published last week.) Entries closed with a total of 171, 50 of whom will take part in the 24-

hour regularity test, 53 in the 12-hour regularity test and 60 in the point-to-point.

## Parleys On

**LAST** Tuesday Hugh M. Palin, director of the Manufacturers' Association, accompanied by the Association's legal advisor and S. N. Shilton of Triumphs, left Birmingham for Paris for discussions with the *Fédération Internationale Motocycliste*. The subject is the claim by the U.S. rider Johnny Allen that the speeds of 214 m.p.h. and 214.5 m.p.h. he achieved with a modified Triumph at Bonneville Salt Flats, Utah, on 6 September 1956 (for the flying kilometre and the flying mile respectively) constitute world's records. This latest move follows the announcement made at the F.I.M. Spring Congress in Warsaw that, in view of the threat of legal action from the Association, three representatives were to be invited to parley. The three F.I.M. delegates are the president, Augustin Perouse, Pieter Nortier, and Major H. R. Watling.

## Endurance Test

**AN** endurance test over seven days and nights of a 149 c.c. DKR Pegasus scooter was successfully concluded when the machine arrived at the St. Albans scooter rally last Monday afternoon. During the test period the machine was ridden by a team of 13 and the engine was not stopped on any occasion (even when a tyre was changed at one stage). The total distance covered was 4,331 miles, the average speed was 25.8 m.p.h. and fuel consumption 94 m.p.g. Organizers of the test were Lutor Scooters, Ltd., 2a, Crawley Road, Luton.

**THE** James-cum-Villiers service week being held at the Swindon Motor Co., Ltd., 34, Wood Street, finishes on Saturday. An experienced James engineer and Bert Kershaw of Villiers are in attendance. James machines taken to the premises will be given a free checkover.

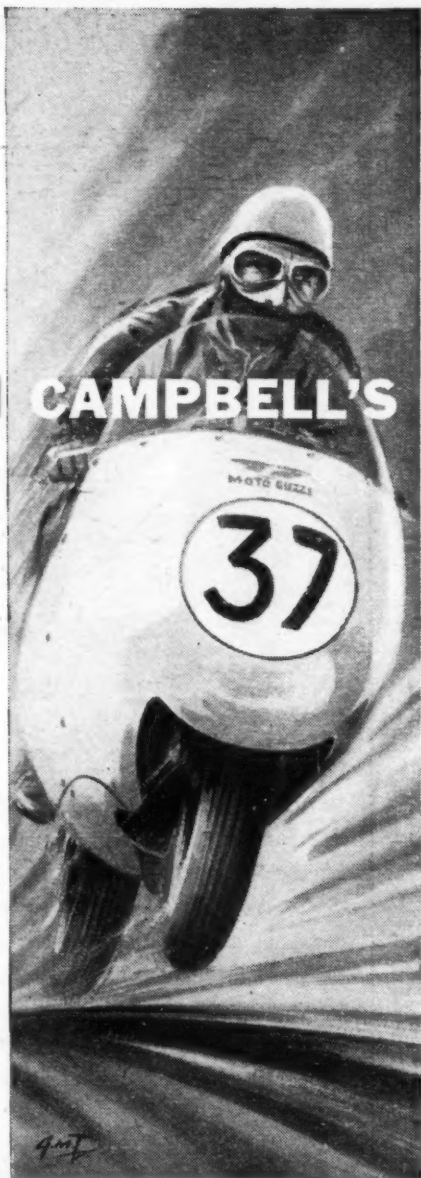
**REGULATIONS** are available for the following events: the Perth club's speed meeting at Errol Airfield (June 15). Entries close June 3 and should be sent to G. Hunter, c/o Nairn, 2, Carlisle Place, Perth.

The M.C.C. High-speed Reliability Trials at Silverstone (June 28). Entries close June 9 and should be sent to W. T. F. Kelland, 29, Great Bushey Drive, Totteridge, London, N.20.

Scene at the Associated Motor Cycles factory last week when a visit was paid by a Soviet party, mainly from Siberia, on a cultural tour of Britain



# KEITH CAMPBELL'S INVISIBLE PARTNER



Keith Campbell of Australia, riding a 350 cc Moto Guzzi (No. 37), comes over Ballaugh Bridge, Isle of Man, during the International Tourist Trophy Race 1957.

**Keith Campbell, outright winner of the World Motorcycle 350 cc Championship for 1957 says**

"A good deal of the credit is due to my partner."

This remark from Keith Campbell seems unduly modest as no partner is anywhere to be seen.

Nor has one been seen during the whole string of victories that won Keith the 350 cc World Motorcycle crown. But take another look and close at hand you will always see a drum of Shell Motor Oil. Like the rest of the Moto Guzzi team Keith Campbell has good reason for choosing Shell Motor Oil.

Through the whole of last year's gruelling racing season the entire Moto Guzzi team relied on Shell Motor Oil. Their faith was rewarded. At the end of an extremely successful season all the machines were stripped down and found to be almost as good as new. Keith Campbell's tribute is typical of those paid to Shell Oils by many of to-day's greatest riders.

Shell Motor Oils are especially popular, for they give motorcycle engines the most complete protection that science can devise. They cut to a minimum wear due to sludge, overheating and acid corrosion. They give an engine years more life. No wonder they're at home in the company of champion — they're the world's champion of oils.

"This last season has certainly proved to me the wisdom of using Shell Motor Oils. Another thing, whenever race regulations permit, Moto Guzzi team up this super oil with Super Shell with I.C.A., they like keeping things in the Shell family."



**LEADERSHIP IN LUBRICATION**



## ARE YOU A HOP'N STOP MOTORCYCLIST



If so—if you're forever stopping to clean or change plugs—you should do something about it. You should fit Lodge... and feel the difference.

For high performance and wonderful flexibility there's the Lodge platinum pointed plug—tested and proved the hard way by trials enthusiasts to whom flexibility is all-important. Platinum-pointed plugs cost 15/- each—a small price to pay for new-engine performance.

Two stroke engines present their own problems; whiskering, fouling and pre-ignition. Here, too, there's a Lodge to fill the bill—the Silver Electrode plug. Designed especially for two-stroke engines, these anti-trouble plugs cost 6/6 each. Ask your garage about LODGE or send the coupon below.

Remember—when you buy LODGE, you buy British.

Every component in a Lodge Spark Plug is made in Britain from British materials.

**FIT**

LODGE PLUGS  
LTD.  
RUGBY.

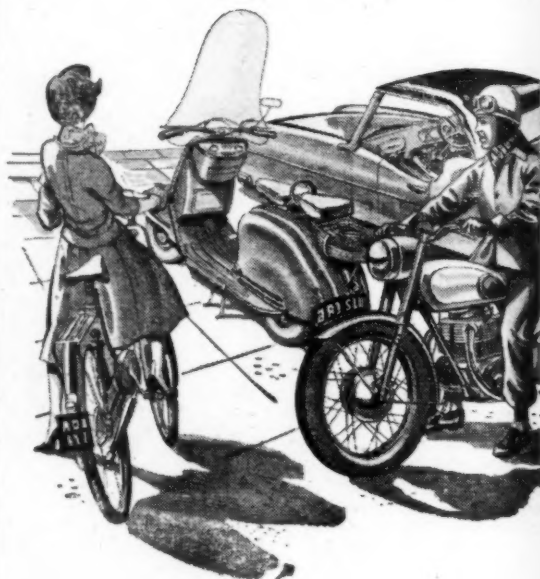
# LODGE

## SPARK PLUGS

### AND STOP HOPPING!

Please send details of the PLATINUM POINTED/SILVER ELECTRODE PLUG  
NAME.....  
ADDRESS.....

## Two wheels or Three?



Whether you are a "two-wheeler" or a "three-wheeler", whether you drive a motor cycle, scooter or moped, the use of correct tyre pressures is essential to machine performance. The Schrader valve with its world standard core\* and cap has simplified pressure-testing, inflation and tyre maintenance everywhere. Regular checking with a Schrader pressure gauge gives you that assurance that you are getting the best out of your machine and your tyres.

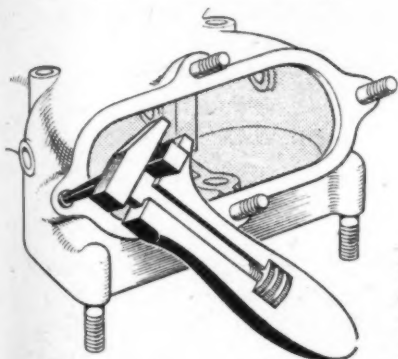
# Schrader

KEEPER OF THE AIR YOU RIDE ON

\* The small diameter of scooter wheels necessitates the use of a shorter valve. This takes a shorter core, but is in all other respects standard.

A. SCHRADER'S SON · BIRMINGHAM · ENGLAND





After being drilled, a broken stud can be unscrewed with a square-section tapered drift

### Broken Stud

WHEN ADJUSTING the valve clearances on my five-hundred twin I had the misfortune to break one of the rocker-box-cover studs flush with the box. Can you suggest a way of removing the stud? Liverpool. J. R. SANDS

The best method is to remove the rocker box from the engine and drill the broken stud, taking care that the hole is concentric with the stud's axis. The tang of a file or a square-section taper drift can then be tapped into the hole and the stud unscrewed by turning the file or drift.

### Third-party Claims

WHILE RIDING my brother's machine I was involved in a collision with a car, and freely admit that the incident was my fault. The machine is insured for third-party cover only, but I am named on the policy as co-driver. The car's insurers are claiming on me. Am I liable for the cost of repairs to the car, and who pays for the damage to my brother's machine? Northampton. E. RANDALLS

Provided the insurance is not restricted to the minimum required by law (namely, bodily injury to a third party), but, as is usual, is extended to cover damage to the property of another, then your brother's insurance company should handle the matter, and the claim from the car's insurers should be sent to them (presumably you have already reported details of the accident to them). However, your brother's insurers are not liable for the damage to his machine. Had the car driver been at fault, you could reasonably have made a claim on him with a view to settlement by his insurance company.

### Small-end Bush

THE SMALL-END BUSH of my two-fifty single is excessively worn. I wish to fit a new bush myself and would like to know how best to tackle the job. Halifax. R. T. LOWTHER

Removal of the small-end bush is easily accomplished with a nut and bolt, a

## Question and Answer

couple of steel washers and a tubular distance piece. The bolt should be more than twice the length of the bush and the distance piece a fraction longer than the bush and have an internal diameter slightly greater than the external diameter of the bush. One of the washers should be a fraction smaller than the bush and the other a shade larger than the external diameter of the distance piece.

Hold the smaller washer against one end of the bush and place the distance piece against the other end of the small-end eye. The bolt is then put through washer, bush and distance piece, the remaining washer is fitted against the distance piece and the nut screwed tight. Further turning of the nut draws the bush through the small-end eye into the dis-

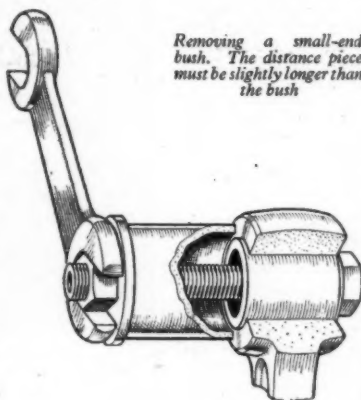
but have no facilities for riveting. Would it be in order to use bolts instead? Bristol. A. J. WILEY

There is no fundamental objection provided there is room for the bolt heads and nuts. Normally either the drum will form a spigot for locating the sprocket radially or there will be a machined spigot on the brake-drum flange, so it should not be possible to mount the new sprocket eccentrically. However, it is essential to ensure a close fit between bolts and holes. Thus, if the holes are a clearance fit over the nearest size of bolt they should be reamed out and the next larger size of bolt employed. High-tensile bolts and nuts should be used. The nuts should be of the self-locking pattern and have plain washers beneath them.

### Lumpy Running

THE SIX-HUNDRED twin I bought secondhand recently runs very well except that carburation is slightly rich at 30 m.p.h. in top gear; this makes town riding unpleasant unless I refrain from using top gear. I have tried all manner of settings for the pilot air screw without avail. What do you recommend? Newbury. T. GOSLING

It is almost certain that the running will be vastly improved by fitting a throttle slide with  $\frac{5}{32}$  in more cutaway than that at present in use. The degree of cutaway is indicated by the number stamped on the top of the slide, to the right of the oblique, and is quoted in units of  $\frac{1}{16}$  in. You need a slide with a half-size greater cutaway, i.e., No. 3 $\frac{1}{2}$  if your present slide is No. 3.



Removing a small-end bush. The distance piece must be slightly longer than the bush

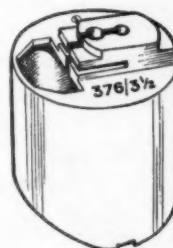
tance piece. The new bush can be pulled into position in similar fashion but, of course, without the distance piece. Make sure that the oil hole in the bush lines up with that on top of the small end.

Pulling the new bush into position causes it to be squeezed slightly and thus metal has to be removed from its bore before it will accept the gudgeon pin. The tool for the job is an expanding reamer which you may be able to borrow for a small sum from your local garage. Remove only a little metal at the first cut and continue to adjust the reamer and make fine cuts—testing with the gudgeon pin after each—until the pin is a perfect fit.

### Riveted-on Sprocket

THE REAR-WHEEL SPROCKET of my machine is attached to the brake drum by rivets. I wish to fit a new sprocket

Carburettor type and cutaway size are clearly marked on top of the throttle slide. This slide has a No. 3 $\frac{1}{2}$  cutaway



OUR INFORMATION service is open to all readers. Questions should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1. and, whether intended for publication or not, must be accompanied by a stamped addressed envelope for the reply.

# LETTERS TO THE EDITOR

## Road Signs for Bends

### *A Suggested Scheme for Standardization*

IN your leader for May 15 regarding S bends you state the difficulty of evolving standard signs. The following idea has been put to many long-distance drivers with favourable comment. The standard road sign "Steep Hill, 1 in 6" means little arithmetically to most travellers but, whatever their type of vehicle, after their first experience they know what to expect next time. If S bends had a similar system the problem would be solved. For example, "Bend L50" (with or without the curve) would mean a left-hand bend with a radius of 50 yards (or metres if thought of internationally); "Bends R50 L40" would mean a right-hand bend followed by a left-hand bend of the radii stated. Drivers, whether educated or not, would soon understand that, as with the steep hill, the lower the number the more care they would need to take. Numbers and letters could be screwed to a basic frame and all radii be correct to the nearest five or 10 yards.

Littleborough, Lancs.

G. BARCROFT

## M.o.T. Driving Test

### *Two-vehicle Tests for Learners Impracticable*

YOUR correspondent G. R. Taylor (May 15) must be off his nut. His letter suggested that motor cyclists and car drivers should remain learners until they have all passed two driving tests—one on a motor cycle and one in a car—in order to appreciate each other's viewpoint. I am 22 years old and have held a driving licence for a car for almost five years. While in the Forces abroad I drove heavy lorries and quite a number of other vehicles. I now own a motor cycle—a James Captain—small compared with Mr. Taylor's machine but my plan is to qualify and then drive a sidecar outfit. I have already failed one test—lack of rear observation was the reason—and I go again for my test in 24 days' time; this time I hope to pass.

For everyone to have to pass separate tests on two types of vehicle would not only take time and money but who can



"Last time I send you to buy wallpaper"



Paris police are busy during these days of unrest in the French capital. Here a patrol with a motor-cycle escort passes under the shadow of the Eiffel Tower. The machine is a Gnome-Rhône flat twin

afford to own a car and a motor cycle, let alone run them. Another thing: having acquired a car as well as his motor cycle, Mr. Taylor would then have to find someone willing to teach him to drive and have that person with him on all occasions until he had passed the car test—unless, of course, he were willing to pay for driving lessons.

Anyway, both car drivers and motor cyclists have to know the Highway Code, so what difference does it make?

Billingham, Co. Durham.

G. RENWICK

## Tar-and-chip Menace

### *Better Method of Resurfacing Roads Wanted*

I READ with interest "Nitor's" remarks (May 15) regarding the appeal made by the British Tar Association for the motoring community to treat newly dressed roads with care. From my experience in this district it would be more appropriate for an appeal to be made to the local authorities to treat motorists and motor cyclists with care when roads are being resurfaced.

One road which I use daily is at present being resurfaced with tar and granite chips (by the East Riding County Council).

The system seems to be to spread granite chips on the tar very liberally and then wait for the traffic either to press them down or scatter them into the gutter. The result is that for several days, from the motor cyclist's point of view, the road resembles a scrambles course. Frankly, riding on such a surface is frightening to say the least. Of course, later on when we have a few days' hot weather the tar will ooze to the surface and riding conditions will become equally bad.

Surely we have reached the stage in road construction when such methods of resurfacing can be improved upon to give a better and longer-lasting road surface? R. R. CHERRY  
Hull.

## Vehicle Tax Reform

### Cycle Tax Proposal was to Remove Anomaly

"JAMES CAPTAIN" (May 8) thinks it is sane to talk about a reduction in taxes. It is not—unless one also talks about a reduction in Government expenditure. Taxation is heavy because Government expenditure is heavy. When the Government decides to build a new road it costs millions of pounds to carry its decision into practice. If we want new roads we cannot expect to get reduced taxation.

But my proposal for taxing cyclists (April 24) was simple to get rid of an anomaly—people with machinery using the roads free—and not solely to assist the Government's finances. I agree with "James Captain"; no doubt many cyclists do pay their share of taxes, but so do we all, and I do not think that is a good reason for having a privilege—the privilege of using state roads without payment.

Our burden of taxation is excessive but it is unjust to reduce the burden of some by overloading others. Anyhow, we please ourselves whether we pay these indirect taxes or not. The man who does not buy a motor cycle avoids paying a tax: which is as much as to argue that those who can afford a motor cycle can also afford a few pounds tax. JOHN NICHOLSON  
North Shields.

## An Inherent Fault?

### Indictment of Manufacturer by a Scooterist

A LITTLE over a year ago I acquired a one-fifty scooter of a type of which hundreds are in use on the roads of Britain. In less than 5,000 miles a rattle developed in the engine and by 7,000 miles it had become too bad to endure. On taking the machine to be serviced I was told that it was probably a worn small-end bush which would need replacing. When the engine was dismantled it was found that the worn bush had also caused the gudgeon-pin bosses in the piston to become slightly oval. A new bush and piston were fitted.

Since that time the offending bush has been replaced again and now, after 14,000 miles, is coming up for its third renewal. Friends with similar models complain of the same trouble and one, indeed, has knocked out six bushes in 13,000 miles. Agents confidentially say that the bush is not man enough for the job and leave it at that. I suggest it is high time that the manufacturers recognized this weakness and took steps to remedy it—not only as regards new machines but in respect of those already in use.

Aldershot, Hants.

## Pot-pourri from France

### Geoff Duke : Steering Geometry : Cat's-eye Warning

MAY I comment on several topics dealt with recently in your journal? First, belated congratulations to Geoff Duke on his fine 350 c.c. win at Silverstone and his five-hundred victory at Hockenheim. I am sure the world of motor cycling hopes this is only the beginning of his return to his winning ways.

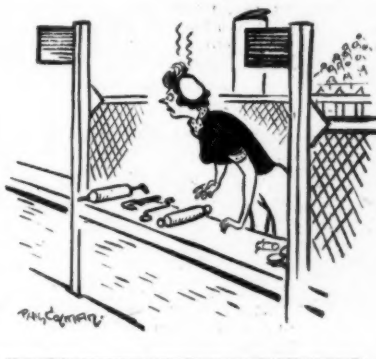
With reference to Bob Currie's article, "More Than a Theorist" (May 1) and R. A. Wilson-Jones' contention that one steers left to begin a right-hand turn and vice versa, it is respectfully suggested that anyone disagreeing with this fact should climb aboard a 74 or 80 cu in Harley or Indian, get it going at some 60 m.p.h. and then try throwing his weight about. A strategically located slip road is highly recommended. After more miles than I care to remember on these beasts—on which the "stop" was never equal to the "go"—handling of

the type described by Mr. Wilson-Jones was frequently mandatory.

To "Proserpine" (April 17) I would say that there are those who can develop genuine affection for a machine, others who cannot. Not possessing sufficient originality to coin a pet name, I called my Model 18 A.J.S. simply "My Ajay." In less than two years we racked up 35,000 miles together and were nothing but the best of friends; the parting was sad, I assure you, and no other bike will ever be quite so faithful or quite as good. Therefore, when I read words of praise from Vincent owners I understand them perfectly. Why not? They speak my language. As for speed and acceleration, I had the pleasure of tuning a Black Shadow back around 1949: 70 m.p.h. in bottom, 90 in second and 110 in third were no problem. Admittedly, I could never get above 117 in top gear owing to road conditions. I know of no current roadster that can equal a Vincent's performance in either the "go" or "stop" departments.



"Blowed if I'd be out in the chilly dawn to practise 'selling T.T. programmes'"



"George says it's the pushrods, Fred insists it's the valve springs and I think it's the gremlins"







Not only riding on a tightrope but lifting the front wheel while doing so! Peter Hodgson, on the Tom Ellis B.S.A., is in fact leaping well on the far side of the safety rope during a Ripon scramble

Night users of Great Britain's roads are thoroughly familiar with those friendly little gadgets known as cat's-eyes. Those with touring experience in France have seen them there also, though not so many. Now, be warned. The cat's-eyes they are at present installing are *not* friendly. Stay away from them. The latest in this country are housed in small, sharp-edged blocks of concrete which are in turn embedded in the edge of the road. These diabolical little gems will cut your tyres to ribbons if touched at speed, so be careful, please.

Marseilles, France.

WILLIAM S. STUART

## The Helping Hand

### Experience of a Beginner on His First Trip

HAVING just become the proud owner of a 350 c.c. Matchless, I am very much impressed with the courtesy and helpfulness of other motor cyclists. When starting out on my first journey, much to my disappointment the engine stopped and refused to start. I was just wondering what to do next when up came a rider on a six-fifty Golden Flash. Seeing how confused I was, he kicked her over once, turned on the petrol, started my engine and rode away leaving behind a very much embarrassed and shamefaced beginner.

Leeds, 14.

P. OGLE

## Inferior Finish

### True Enthusiasts Would Pay a Little Extra

AFTER reading the letter from "Pothole Basher" (May 8), may I be permitted to suggest that he has got hold of the wrong end of the stick when he says that manufacturers are

forced to sacrifice quality to keep the selling price down. Surely that is not a sound reason? We all know that purchase tax increases the price considerably but I am sure that any true enthusiast who is proud of his machine is not going to argue about paying a little extra to have a better finish and so be able to keep his machine looking smart. Myself, I am well pleased with the finish of my 1957 three-fifty Ariel: both paintwork and chromium plating are superb.

B.F.P.O. 30.

E. D. BILLING

## Oil on Roads

### Plea that the Danger Should be Removed

NOT long ago a great deal was written by the national press about the oil on Britain's beaches and its danger to sea birds. I would like instead to bring to notice the oil on Britain's roads and its equal dangers to human beings, especially those who travel on two wheels.

I am often obliged to make journeys along some of our busiest roads and while they are dry I admit I enjoy the rides. Yet let a shower of rain wet these roads and their surfaces become a greasy nightmare of slips and slides and fear of the need to brake sharply. The cause is a continuous thick ribbon of oil some four feet wide which, potentially dangerous when dry, is most definitely dangerous when covered with a film of moisture. I have asked road-safety councils and local councils whether this oil can be removed somehow but one lone voice is not sufficient. Can the motoring organizations and motoring press lend their weight to removing this peril from the roads, especially before it ruins our new motorways?

Harrow, Middlesex.

G. W. SAUNDERS

## Suspicion Unfounded

### Still on the Track of a Stolen Machine

ONE night last week I answered a knock at the front door. There stood a well-dressed man who informed me that he was a police officer. Had I, he asked, last March sold a Model 88 Norton to a certain firm in High Wycombe and was I aware of the fact that it was a stolen machine? It all sounded very interesting, so I asked him to come in, take a pew and repeat his statement. When he said that the machine had been stolen in Aldershot two years ago it rang a bell, so I said, "Oh



"Got fed up with Gladys always asking the time"

yes, out of a cinema car park." "So you know something about it," he replied.

I knew all right. It was my second Model 88 sold to a Farnham firm for my third one. The poor lad who bought it from them had it stolen during his first week of ownership. When I parted with my third 88 for the fourth—with the High Wycombe firm—like a silly clot I had given in error the registration number of my second 88.

All praise to the police force in keeping track of a stolen machine. They are our friends, not our enemies.

Wembley, Middlesex.

J. C.

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address

Motorists everywhere praise BP Energol Visco-static motor oil

# **NOW! BP ANNOUNCE- BP ENERGOL TWO STROKE OIL**

Do you run a two-stroke motor-bike? A moped? A scooter? Then here's wonderful news! Following the sensational success of BP Energol Visco-static motor oil, BP have brought out a special oil for two-stroke engines. It's called BP Energol Two Stroke Oil.

BP Energol Two Stroke Oil is made to cut down spark plug troubles and deposits—and to protect your engine against wear. It's the only oil recommended by Lambretta on the Continent—and it's recommended by most other leading two-stroke manufacturers.

Call in at your BP Garage. Stop at the BP Petroiler for new BP Energol Two Stroke Oil!



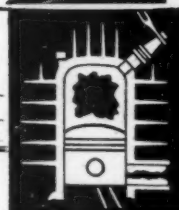
**1** Bob and Paula start a new day by changing to a new and better oil. It's BP Energol Two Stroke Oil from the BP Petroiler. Why? Because they know this new oil will mean a smoother ride—and a carefree one.



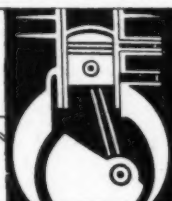
**2** Plug change for someone! This is caused by spark plug 'whiskering' or electrode bridging. Bob and Paula have no worries. BP Energol Two Stroke Oil reduces these to a minimum.



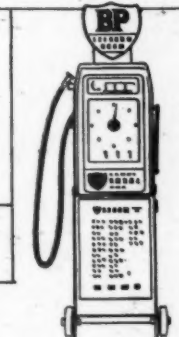
**3** Up the hill like a bird! BP Energol Two Stroke Oil cuts down harmful carbon deposits—on pistons, in combustion chambers, in exhaust ports—which so often cause sluggish running.



**4** Like most owners, Bob keeps his bike in perfect condition. And that's what BP Energol Two Stroke Oil does for his engine! It protects it—better than any conventional oil can—against bearing wear and bearing corrosion.



**5** A friend from France—where there are over 5 million two-strokes—tells them BP Energol Two Strokes is the **only** oil recommended by 26 French manufacturers.



## **GO TO YOUR BP GARAGE**

Stop at the BP Petroiler for new BP ENERGOL TWO STROKE OIL



John Surtees: "If he escapes trouble this year," says the author, "he should give a proud demonstration ride ahead of the entire field." Here is the young Londoner on his MV Agusta in the Junior of 1957, in which he was slowed with plug trouble in the early stages yet finished fourth at 91.8 m.p.h.



Can Bob McIntyre, Junior and Senior winner last year on Gileras, beat Surtees? On Monday he rides one of Jos Potts' much-modified Nortons

## Who Will Win?

THERE are 82 entries for the 1958 Junior T.T.—50 Nortons, 25 A.J.S.s, two Velocettes and two B.S.A.s pitted against three Italian MV Agustas. Gone are the Moto-Guzzis—the lightest of all the foreigners, and probably the most race-worthy. Gone, too, are the Gileras. Both factories plausibly and tardily recognize that in this tough decade it may not pay to mix costly sport with tightening business, and their racing has served its purpose—to build a world-wide demand for their small-capacity roadsters. Ostensibly neither Nortons nor A.J.S.s these days take a passionate interest in racing. They survey the scene paternally, and maybe at the back door issue kind tips to promising riders. The MV Agusta folk step into the breach. "We can cheaply dominate grand-prix racing," they murmur, "now that all our chief rivals have stepped down." The B.S.A. and Velocette couples are strictly private ventures.

So a single sweeping glance picks out the three MV Agustas as predestined victors on paper. Surtees ranks with McIntyre as probably the best race rider in the world at the moment. He didn't win last year because, it was said, his pit crew sent him out on an engine that was rough on plugs. Consequently on his first lap he dropped a whole minute on McIntyre. On his second lap he dropped still more, receded to 10th place, and appeared to be out of the race. But by sheer grim resolution he fought back to seventh on Lap 3, and on Lap 4 he lay fourth. Better than that his engine would not do. If he escapes trouble

The Prospects Weighed  
Up for Monday's Great  
Junior T.T., Wednesday's  
Lightweight 125 and  
250 c.c. Classes and the  
Sidecar Race

By MICHAEL KIRK

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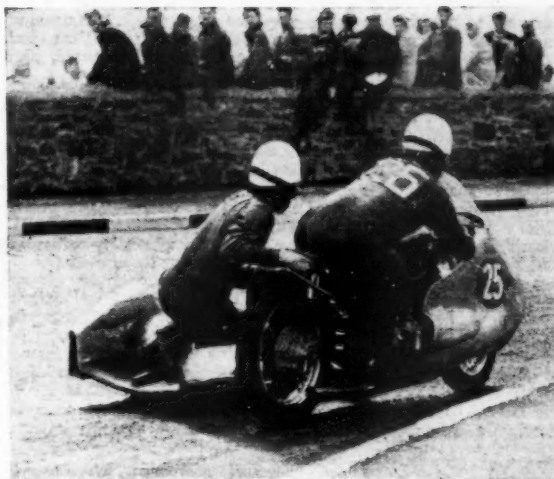
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this year, he should give a proud demonstration ride ahead of the entire field.

McIntyre on the "potted" Norton is Surtees' equal (and some say his better) as a rider; but a Manx Norton, even when potted, won't hold an MV four. John Hartle is second string in the MV team. From the outset he has stood out head and shoulders from other novices. A lad of that calibre, if he gets the best mounts, continues to perfect his technique until he ages. Hartle should be close up all the way round, and only foul luck can exclude him from the first three.

But there's a third MV, you protest? Certainly there is—ridden by Remo Venturi, who has shown both at Imola and Modena that he can handle a racing four at the highest speeds without slip or falter. There is only one thing against Venturi—he has never before seen the Mountain course. It is not enough to be a quick judge of a strange circuit in terms of 100-140 m.p.h.—you must, above all on the Manx lap, have a phenomenal memory. Bends and corners are fantastically foreshortened in human vision as the speed mounts. The circuit is an endless serpentine of interwoven corners, no two of them alike, and each of them with only one correct entry and only one correct exit. All honour to Venturi if he can beat the Britons and ensure a one-two-three for his marque. But I don't think he can outdrive McIntyre in any case, and at least three other Nortons will pounce if he makes a single slip. He should be in the first six, perhaps in the first four; but I don't see him reaching second, still less



Above: Will the Swiss, Florian Camathias (B.M.W.), master the German quintette headed by Walter Schneider? Here is Camathias in the Island in 1957. Left: Another picture taken last year—in the Lightweight 250 c.c. T.T. Carlo Ubbiali (MV Agusta) leads Tarquinio Provini (F.B. Mondial). Next week both ride MV Agustas



holding John Surtees on a course that Surtees knows really well.

The foregoing analysis may do scant justice to several men yet to be considered. Chief among them are ex-world champion Geoff Duke on an 80 mm-bore Norton; Keith Campbell (Norton), reigning world's champion, and Dickie Dale (on John Surtees' Norton), usually the victim of cruel luck, who would probably match Surtees' fame if fortune had been as kind to him.

These three—for rather different reasons—quite defy confident analysis. Geoff is still young enough to be the right side of his physical and psychological peak. He may well have a couple more world's championships in his pocket. But he is married—a fact which quite rightly steadies the wildest of us. He is now in his way a tycoon of sorts with real financial commitments. He toyed for a time with the idea of car racing. His form has been rather in-and-out of late for reasons widely known. But the Island is now his home, the scene of his greatest triumphs, and it must inspire him. He wouldn't relish being outridden by another Norton. Maybe he is going to stage a smashing come-back? But even at that his Norton is unlikely to hold a non-stop Surtees on the MV.

Campbell is far and away the most distinguished of the Commonwealth entries. Aussies are always tough. He has pocketed a world title against all the betting, and what he has he will be resolute to hold. Here again, I doubt if any Norton has the legs of the better-mounted MVs. But I am quite sure that Campbell, while regarding his ideas about licking the MVs as a dream, is determined to startle Mac and Duke. These three are enough to guarantee a heart-stopping race without any contributions, ahead or astern.

Of the other visitors from afar, Bob Brown, the Aussie captain, was third last year on a Gilera, leading Surtees home by over a minute at 92 m.p.h. The A.J.S. is not a Gilera, but Bob can ride good and plenty. Another promising A.J.S. entry is Jack Ahearn. He was here in 1955, and finished well up in the Senior, so he merely has to refresh his memory a little. I do not yet know how much the A.J.S. people mother their Commonwealth riders, but the lads whom we have already discussed are not going to take a licking from anybody who isn't a top-notch on a top-notch mount.

The T.T. becomes more international annually. Next year we may get somebody from Russia and Japan (five Jap models were entered for Catalina). This entry of 82, of whom at least 70 are aware from the start that they could hope to earn only minor honours against the overpowering aces at the top, speaks well for the enthusiasm and sportsmanship for which as a body we are celebrated.

Please do not accuse me of being anti-Norton or anti-British. Most of you have seen many hours of assorted racing since the last Junior. So allow me to refresh your memories. At the finish Italian machines occupied the first four places (all ridden by British and Commonwealth aces). Five of the 12 fastest riders came from the Commonwealth (Campbell, Brown, Eric Hinton, Murphy and McCutcheon). Hinton finished fifth at 90.65 m.p.h. on a Norton. Then there is our old friend Jack Brett, who shows up best in foul riding conditions and poor visibility. How I wish that a real stroke of good fortune could come to both of this pair, as also to others who are pretty good, but just fail to get their share of the limelight.

To sum up, among the top men there is nobody who is proverbially allergic to rain, mist and grease. If a man has an Achilles heel, it always comes out in the records. Surtees will be the popular tip in the Island on Monday morning. Whenever and wherever I have seen him race during the past 12 months he has more than ever looked as if he were in a class by himself, and his form has wobbled so little that one has had to look hard to notice it—something like Duke in his best year. I have not learnt precisely what slowed him at the start last year—stables are

very apt to mention sparking plugs for stops which had nothing to do with ignition. Surtees has ridden plenty since then, and whatever his trouble was, it has been thoroughly cured, and won't recur.

Can he beat Mac? That is the 64-dollar question. There cannot be much in it either way. But given a clean run on a dry day, I believe that he can. I also expect him to beat the brilliant Hartle, but not by much. Dale's best races have been on Guzzis; it will be a surprise if he can do quite as well on a less-potent Norton. Duke? Few of us would be surprised if he finished first or sixth. I do not know how to place Brown—he was on a Gilera last year. I should put Surtees first, McIntyre second, Hartle third. How about putting Duke, Campbell, Dale, Brown and Venturi in a hat, and drawing for the next three places?

Twenty-nine very beefy babies will battle over 10 Clypse laps in Wednesday's Lightweight 125 c.c. Race. They include swarms of MV Agustas—13 in all. Once again Tarquinio Provini and Carlo Ubbiali will stage a fearsome duel ahead of all others. Fortunato Libanori makes his first visit to the Island to complete the Agusta trio. Five Ducatis have the hardihood to fancy their chances of downing the MVs. Sammy Miller is the Ducati spearhead, ably supported by Fron Purslow, Romolo Ferri and Spaggiari, a newcomer, deputizing for the injured



Left: John Hartle, who may well chase Surtees home on Monday. He, too, is MV Agusta mounted

Right: After the 1957 Sidecar T.T. Walter Schneider (right) poses for the camera with his passenger H. Strauss

Gandossi. Early this month the Hockenheim circuit saw the new two-stroke MZs from East Germany in the limelight with a first and a lap record. This pair will be handled by Degner and Fugner, both strangers to the Island.

Genuine opposition to the MVs is badly needed. Some of our British aces relish a trip on a little 'un, so Hailwood, Chadwick and the Australian ace, Bob Brown, are all having a shy at it; so is Arthur Wheeler, whose F.B. Mondial impressed greatly at Silverstone in April. At the moment in the small classes the foreign invaders seem to comprehend supertuning of egg-cup engines better than we do.

I personally will be very surprised if first place is annexed by anyone bar Provini or Ubbiali, though Miller might conceivably shoo them home. If the two champions fail early on, the resulting bickering would resemble an Irishman's wake with the whisky running free. But one may bet that either Provini or Ubbiali will be right above the piercing sound which 125 c.c. spit out at five-figure revs when the marshal dashes out with the chequered flag. With the three fastest men out of the way the rest of the field would probably burn each other up and leave three lesser lights to contest a photo finish.

Thirty entries is not a particularly good crop for the Lightweight 250 c.c. Race. Of that total only six are of British make. Perhaps the most interesting is Geeson's R.E.G., which is hardly fledged as yet. A dozen N.S.U.s and five MV Agustas compose the backbone of an unusually varied field. On paper the professionals from the MV stable have the race in their pocket with the three champion jockeys, Provini, Ubbiali and Libanori.

But the breed might be labelled "fast and fragile." They emit the same kind of uproar as the thimble diesel engines sold for model aircraft and most men would need artillery wads in their ears to sit over them for the 85 minutes or so during which the race lasts; screaming high revs, plus small tyres, plus a stiffish frame create sensations reminiscent of a dentist and his drill. A Senior ride is sheer picnic by comparison.

Perhaps the chief threat to the MV trio is the CZ single which Franz Bartos rode into fourth place last year. It should be faster now, and will have the benefit of Miller's handling. The MZ couple are dark horses, all but unknown. Wheeler is on a five-speed Mondial. At Silverstone it was by no means as outstandingly brilliant as its baby sister, perhaps because of momen-

tary temperamental reasons, perhaps because it is not yet so well developed. It may be quite fast. The twin R.E.G., as I remarked earlier, is still in its teething stage and should profit from practice experience.

Of course, since 75 m.p.h. may win this event, all the riders are men enough to score, but it does not follow that their engines will be like-minded. The N.S.U. force, for example, starts off with such warriors as Harry Hinton, Brown and Purslow, not to mention Hailwood. Pavey and Peden come from the N.S.U. factory club. The proportion of starters to finish has been reasonably high in this 250 c.c. class of late years. Last year 30 started and 21 finished. The slowest man's speed over 10 laps was over 61 m.p.h. One may say this engine size has now been thoroughly blooded, and the tension among the faster boys should be high and maintained right to the end.

Twenty-seven sidecars are just about numerous enough to jam the little Clypse circuit. It is an excellent course for three-wheelers though apt to be tiresome for spectators, as you can seldom see much of the lap from any one vantage point. It is full of corners, including a beauty which has quite a steep camber in diametrically the wrong direction. The field consists of six B.M.W.s, 17 Nortons, two Triumphs, one Matchless and one B.S.A.

The prejudice against racing B.M.W.s due to fear of wiping off a cambox on an abrupt corner does not apply to sidecar racing. In other respects the B.M.W. people seem to have been singularly accurate in modifying their engine for the heavier loads, since Nortons have very seldom any chance of holding them in three-wheeler events. The B.S.A., Matchless and Triumphs are simply the darlings of very fond owners, who enjoy a dice, but suffer from no illusions concerning victory. Analysis boils down to inquiring which of the B.M.W. engines is the fastest, which of the B.M.W. drivers is the best handler, and which of the B.M.W. "passengers" is most deft at throwing his weight low, first to this side and then to that.

In reply to that triple query I can reply only that the more famous B.M.W. pilots take it by turns to win all over the map of Europe; that if such variation is not a matter of private agreement, victory probably goes to the lad who wasn't too busy to strip his engine down last week. Walter Schneider, one of



their best, won in 1955, and is still brave enough to return. Our staff have rather a fancy for the Swiss B.M.W. driver, Florian Camathias, who is said to have a singularly intrepid passenger, and to drive faster than almost anybody. But the other four B.M.W. drivers—Neussner, Ritter, Strub and Fath—are all alike, fast and reliable.

Fourteen Britons are competing. The sad truth of sidecar racing this past year or two is that as a rule our nation is neither fast enough nor reliable enough to be at all domineering. Only two of our men provide any genuine resistance to the B.M.W. legions. They are Pip Harris and Cyril Smith. Our other entries will be more than happy if they can get a place between them. (Last year three B.M.W. outfits were first, second and third, followed at a slightly respectful distance by three Nortons.) It should be added that last year Boddice, Smith and Harris all blew up in gallant attempts to humiliate our German visitors (Boddice has decided to stand down next week). The leading Briton in 1957, Jack Beeton on a Norton, was placed fourth (gallant passenger Charlie Billingham), about 5 m.p.h. slower than Hillebrand the winner.

I won't presume to say which German will win. I opine that Germans will be one, two, three and that Camathias is just as anxious to beat them as we are, and so might win if he does not blow up.

# Trials Garrard

Interesting Prototype Based on  
Grand Prix Framework



The Garrard trials sidecar (left) has functional lines; note the two welded-on attachment tubes and the mounting loop for the mudguard. Below: The leading arm and its Girling unit are carried internally

A PROTOTYPE International Six Days' Trial type of sidecar left Garrards last week for delivery to Dave Bryant. It will be fitted to a competition A.J.S. and, if tests prove satisfactory, the sidecar will go into production for 1959.

The chassisless method of construction is similar to that of the Garrard Grand Prix and, in fact, the same jigs are used for fabricating the welded-up structure of 1½ x ½ in mild-steel strip. However, the octagonal-section nose and the tail are much shorter than on the Grand Prix and the body sides are deeply cut away.

To the top of the octagonal forward frame of the middle section is welded a horizontal, 1½-in-diameter steel tube and a similar tube is welded to the bottom of the rectangular rear frame. These tubes form anchorage points for the swan-neck and lower-rear connections to the machine (to save weight and because there is no need of ready detachability of the sidecar, the "five-bar gate" of the Grand Prix is not employed). The other two connections are made directly to the two frames.

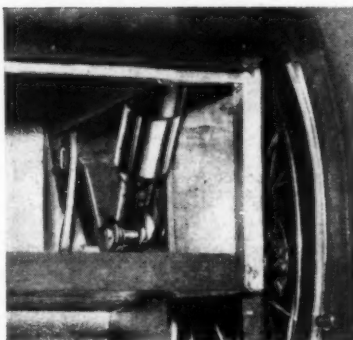
A braced vertical loop of strip steel is welded to the main structure to carry the mudguard. As the body is rather wider than that of the average trials sidecar, the Girling unit of the leading-arm wheel suspension is enclosed, a feature which also protects the unit and arm pivot from mud; the spindle of the 19in wheel protrudes through a curved slot in the aluminium panelling of the body.

## Jimmy Alexander

WITH the death last Thursday (at his home in Edinburgh) of J. R. Alexander, Scotland and indeed the entire motor-cycling world lost one of its most colourful pioneers. His death came only a week before his 83rd birthday, after an illness lasting several weeks. He was missing three weeks ago, for the first time in many years, from a sporting event dear to his heart—the Scottish Six Days' Trial. His association with the "Scottish" goes back many years. Indeed, he it was who donated the solo trophy won this year by Gordon Jackson.

Much can happen in a lifetime lasting over 80 years, and Jimmy Alexander saw that not a moment was wasted. He was noted for his high sense of humour and love of a practical joke. He was the centre of any group in any company and that held as good only a year ago as it did when he was in his prime. In his prime? Some will say that Jimmy Alexander was in his prime until a month or two before he died.

At the turn of the century he was a noted cyclist, holding for several years numerous



Scottish titles. Motor cycling first captured his lively imagination in 1903 when he bought a Werner and immediately became one of Scotland's foremost riders and a leading light in the Edinburgh Club.

In 1910 "J.R." as he was widely known north of the border, made his first essay in the T.T. on an Indian. From then on the



The late Jimmy Alexander

names Alexander and Indian became synonymous. He rode in the Isle of Man until the outbreak of the first world war and entered again in 1921 and 1923. Manx success eluded him, however, and his best achievement was eighth place in the 1912 Senior. Jimmy Alexander pioneered in other things besides motor cycling. In 1910, to-

## Tourist Trophy Number

NO ENTHUSIAST will want to miss next week's special Tourist Trophy Number of "The Motor Cycle." Among its contents will be a graphic, lap-by-lap description of Monday's Junior T.T. illustrated by the sort of action pictures that have made our photographic team famous throughout the world. The remainder of the practice period will be fully covered by staff writers on the spot and Michael Kirk will provide another of his stimulating forecasts on the possible outcome of Friday's great Senior Race. Of course, the issue will not be entirely devoted to the T.T. The usual weekly features will be included.

Although the Tourist Trophy Number is an enlarged edition the price will be 9d as usual. To make quite sure of obtaining your copy you should place a firm order with your newsagent right away.

Next Thursday

gether with his brothers Alfred, Henry and Douglas, he built and flew an aircraft constructed, they modestly claimed, "from an old bedstead and a sailmaker's bankrupt stock."

Of such stuff was Jimmy Alexander made. From the endeavours of Jimmy—of the Alexander family—has arisen the highly specialized motor and motor-cycle business in Lothian Road, Edinburgh.

The funeral took place last Saturday at Warriston Crematorium, Edinburgh, and was attended by many representatives of the industry and trade.

## Prices Up

OWING to increases in the prices of raw materials and in production costs, it has been found necessary to raise the prices of three Velocette models—the Valiant, MAC and MSS. The new prices (in which total price includes purchase tax, payable only in Great Britain) are given below.

At the same time a specification change has been adopted for the Valiant; the fuel pipes now lead to a fabric-type filter concealed beneath the engine cover while further pipes lead from the filter to each carburettor. A secondary benefit is that only one tap need be used, thus conserving a reserve supply in the other half of the tank.

Model	Basic Price	Total Price
	£ s d	£ s d
192 c.c. Valiant	174 0	217 1 4
349 c.c. MAC	192 10	240 2 11
499 c.c. MSS	198 0	247 0 1

TRAINING SCHEME.—A few vacancies remain on the intensive six-week course for learners being organized by the White City School to start on Sunday, June 15. Riders of scooters as well as motor cycles are catered for. Practical and theoretical instruction takes place from 9 a.m. to 1 p.m. every Sunday at the Kensington Borough Council Depot, 38, Wood Lane, Shepherd's Bush, London, W.12. (Full details can be obtained from J. Adams, 66, Winchfield House, Highcliffe Drive, Roehampton, London, S.W.15.)



# Club News

**ALPERTON AND WEMBLEY.**—May 31: Open night (Swan, Sudbury, 8). June 1: Lechlade (Ace Café, 9.30). **A.M.C. Owners** (South Eastern).—June 1: Littlehampton (Vauxhall Bridge, south side). **British Two Stroke.**—June 1: Midland Rally (Bridge Car Park, Stratford on Avon, 1; London members leave Hanger Lane Station, North Circular Road, 9). **Broughton and Brierley.**—May 29: Film show (Phoenix Hotel, Sandycroft, 7.30).

**Central Leeds.**—June 1: Support Leeds Road Courtesy Rally. 4: Meeting (H.Q., 8). **Clydebank.**—June 1: Carrick Castle (H.Q., 10.30). **Darby Scooter.**—June 4: Mystery tour (Greyhound, 7.45). **Dittons.**—May 29: Natter night (Royal Oak, Teddington, 8). June 1: Support South Reading scramble (Hampton Court, 11).

**East Acton.**—May 31: Theatre visit (Victoria Palace, 8.30). June 4: Gazette night (Duke of York, 8). **Etham.**—May 31: Fancy-dress dance (The Warren, Hayes, Kent, 7.30). June 1: Novice road trial (Perry Street, 10). 4: Magazine night (H.Q., 8.30). **Falcon (Croydon).**—June 1: Dymchurch, Fomel, 10.30. 2: Scramble discussion (H.Q., 7.30). 4: Swimming party (Thornton Heath baths, 7.30).

**Glasgow Speedway.**—June 1: Gatehouse on Fleet (Paisley's Corner, 10.30). **Gloucester and Cotswold.**—June 2: Junior T.T. discussion (H.Q., 8). **Heinkel Cabin Owners.**—May 29: Meeting (White Hart, Kings Road, Chelsea). **Hitchin.**—June 2: Club night (Red Hart, Hitchin, 8). **Ilford.**—June 3: Meeting (Dr. Johnson, Barking-side, 8). **Kings Norton.**—May 30: T.T. draw (H.Q., 8). June 2: Meeting.

**L.E. Velo (London).**—May 31: Social evening (Ferryboat, Tottenham, 8). **Lea Bridge.**—June 1: Oxford scramble (Apex Corner, 10). **Leatherhead.**—May 29: Scottish film show (H.Q., 8). June 1: Map-reading competition (H.Q., 10).

**Leeds Road Minicar.**—June 1: Gymkhana (Marston Moor Airfield, Tockwith, 11). 3: Bring-and-buy sale (H.Q., 8). **Liverpool Imperial.**—June 1: Ruyton of the Seven Towns (Tunnel, 10). **London Douglas.**—June 1: (Governors Bridge, Isle of Man, 10.30) or boating (Blue Star, Pangbourne, 10). **London Scooter.**—June 1: Hindhead and East Wittering (Blue Cockatoo, Albert Bridge, 9 or Henly's Corner, junction of A30 and A4, 9.15). 2: Meeting (Clive's, 7.30). 3: Film show (Blue Cockatoo, 7.30). **London Touring.**—May 30: "Visit by Him or Her" (H.Q., 8).

**Manchester Ace.**—May 30: Visit Morris works (details from secretary). **Manchester Eagle.**—June 1: Llandudno Parkway, 10). **Manchester Lambretta.**—June 1: Chester Zoo (Albert Square, 9.30). 2: Natter night. **Manchester Vagabond.**—June 4: Club night (Ladybarn House, 8.30).

**Norwest Sidecar.**—June 1: Alton Towers (Oldham Market Place, 10). **Norwich Viking.**—June 4: Evening touring trial.

**Panther Owners.**—June 1: Beaulieu Park (G. K. Rae, Great West Road, 8). Regulations for the concours d'élegance to be held at Sewardstone Road, Chingford on June 22 are obtainable from L. High, 278, Old Kent Road, London, S.E.1. **Pennine Range.**—June 1: Walney Island (9.30). **Peterborough Combination.**—June 1: Cleethorpe (Embassy, 9). **Plymouth Touring.**—May 29: Berra Tor Rock. June 1: Ecomouth (Embankment, 2).

**Ravensbury.**—June 1: Coast run and route-finding competition (George, 9). **Reading Scooter.**—June 3: Club night (River Club, Loden Bridge, 8). **Rechester, Chatham.**—May 30: Treasure hunt (Esplanade, Rechester, 7.30). **Rotherham.**—June 1: Main-road trial. **Royal Enfield Owners.**—June 1: Mystery run (St. Paul's, 9). **Rudge Enthusiasts.**—June 1: Meeting (Hoop and Grapes, 7.30).

**Sidcup.**—May 29: Club night (Station Hotel, Sidcup, 8). June 1: Run (Perry Street lights, 8.30). **Somerton.**—May 31: Working party (scrambles course, 10). June 3: Meeting (Red Lion, 8). **Southern Sporting.**—May 30: Darts (Drill Hall, West Hill, Putney, 8). June 1: Road trial (Bentall's cat park, Kingston, 9).

**Southern Triumph Riders.**—May 30: House-house (H.Q., 8.30). June 1: Meeting with Triumph Owners' Club. **South Harrow.**—June 1: Boating at Offham (Pinks, 9.30). **South Liverpool.**—June 1: Conway Valley (Tunnel, 9.30; Denbigh, 10.30). **Streatham.**—June 1: Sup-

port South Reading scramble. 2: Club night (Redifon). **Sunbeam (Owners' Section).**—June 1: Marlow (Marble Arch, 10.30). **Sutton Falcons.**—June 1: Run (H.Q., 2.30). 3: Meeting (H.Q., 7.30).

**Tenterden.**—May 31: Trials practice (Stan Milton's, Woodchurch, 6.30). **Trade Winds.**—June 1: Brighton (H.Q., 8.30). **Triumph Owners (Bedford).**—May 29: Mystery run (H.Q., 8). (Epping Forest).—June 1: Meeting with Norwich branch (Newmarket, (Leicester).—June 1: Run (Granby Hall, 11). (North London).—May 30: Film show (H.Q., 7.30). June 1: Support Peeler Trophy Road Trial. (Stockport).—June 1: Menai Strait. (Wolverhampton).—June 1: Welsh coast (Warley Odeon, 8). 2: Film show (H.Q., 8).

**Vagabonds.**—May 31: Isle of Man (Highway Café, 4). **Vincent H.R.D. Owners (Coventry).**—May 30: Mystery run (Phantom Coach, Coventry By-pass, 8). (Derby).—May 29: Club night (Osmaston Park Hotel, 8). (East Midlands).—May 30: Club night (The Fox, Baxter Gate, Loughborough, 7.30). (Kent and Sussex).—May 30: Club night (H.Q., 7.30). June 1: Road trial (Bull Hotel, Rolvenden, Kent, noon). (Mansfield).—May 29: Club night (William IV, Sutton Road). (Merseyside and North Wales).—May 30: General meeting (Black Horse, Lower Herwall, Wirral, 8). (Wales).—May 30: Club night (Barry Motor Club, Lewis Street, Barry). (West London).—June 2: Club night (Ickenhram Community Centre, 8).

**Watling Association.**—June 1: Climbing on Sea (Queen of Heats, 9). **West Essex.**—June 1: Woburn Abbey (Dick Turpin's Cave, 9). 2: Club night (High Beech village hall, 8). **West Herts.**—June 1: Clacton (Red Lion, 8). **West Leeds.**—June 1: John Scatterd event (New Inn, Appletreewick, 11.30). **West London.**—May 29:

Committee meeting (H.Q., 8). June 1: Support South Reading scramble (Peggy Bedford, 10.30). **West Middlesex Amateur.**—June 2: Meteor group meeting (Uxbridge). **Widham.**—May 30: Film show and T.T. sweep (H.Q., 8.30). Witley. —May 29: Club night (Laundry Road, Guildford, 7.30). **Wood Green.**—May 31: London Zoo (main entrance, 4). June 1: Hatfield Forest (Alexandra Palace, 10.30). **Woolwich.**—May 29: Mock auction (H.Q., 8). June 1: Clacton (Royal Hotel, 8.45). **Worthing Eagle.**—May 29: Club night (H.Q., 8). June 1: Run (Downlands Hotel, Upper Brighton Road, 2.30). **Wycombe.**—May 30: Club night (Nags Head, 8). **Yce Vale.**—May 29: Committee meeting. **THE CLUBMAN**

**A**FTER eight years as advertising manager of Mobil and 28 years with the company, E. H. P. Bancroft has been appointed manager of the retail fuels and lubricants department. He succeeds T. R. C. Tompkins who is due to retire shortly.

**T**HE Redditch Club will once again run its annual photographic competition. The contest is divided into 10 main classes, is for amateurs only and all photographs submitted must have been taken after 1 May 1957. Entries close on October 13. Full details from B. W. Smith, 246, Birchfield Road, Redditch, Worcs.

**T**WO more mobile offices are to be added to the Royal Automobile Club's fleet; they will be stationed in Scotland. One is to be based at the Municipal Car Park, Largs, under the direction of Miss Mary Robertson, the R.A.C.'s first patrol officer north of the border. The second mobile office will operate throughout Scotland at various popular holiday areas.

**A**LL the world's well-known model aircraft engines are detailed in a tabular summary in *Model Aero Engine Encyclopedia*, just published by Model Aeronautical Press, price 12s 6d. Glowplug, pressure-fed induction, compression-ignition and reed-valve engines are all explained in the book's 208 pages. Articles deal with the whys and wherefores of design, manufacture and operation of these fascinating little power units which have useful revolution ranges from 3,000 to 22,000 r.p.m. and power-capacity ratios in the region of 100 b.h.p. per litre.

## Important Events

**Saturday, May 31.—Yorkshire:** Mountain grass-track races, Newlives Field, Elloughton Dale, Elloughton, 2 p.m. Brough, 6.30 p.m. **Dublin:** Hill-climb, Mount Venus, Rathfarnham, 2.30 p.m. **North Devon:** Scramble, Crow Bear Farm, 1 mile from Torrington, 5.30 p.m. **Glamorgan:** Scramble, Baglan Hall, on A48 near Port Talbot, 2.30 p.m.

**Saturday, May 31 and Sunday, June 1.—Lanarkshire:** Lion Two-day Trial, Newhouse Hotel, Newhouse, at junction of A8 and A73, 2 p.m.; on Sunday the start is at Killin, Perthshire.

**Sunday, June 1.—Isle of Man:** Scramble, Glen Auldy, 2.30 p.m. **Crystal Palace:** Lambretta Rally, 10 a.m. **Taunton:** Trial, The Pines, Buncombe Hill, Devon, 2 p.m. **Edinburgh:** Scramble, Grange Farm, Lamnaca, on A701 3½ miles south of Leadburn, 2 p.m. **Cheshire:** Rally Sandpit Garage, on A57 half way between Hyde and Mottram, 10.30 a.m.

**Hampshire:** Trial, The Deers Hut, Griggs Green, Liphook, 10 a.m. **Somerset:** Scramble, Lower Farm, Charterhouse, near Cheddar, 2.30 p.m. **Warwickshire:** Grass-track racing, Hall Farm, Kenilworth Road, Knowle, Solihull, 2.30 p.m. **Berkshire:** Scramble, Churchwoods, Beenharn, half way between Reading and Newbury, 1 p.m. **Keat:** Grass-track racing, Winstead Court, Doddington, near Sittingbourne, 2.30 p.m. **Hampshire:** Scramble, Garston Farm, East Meon, 1.30 p.m. **Frome Valley:** Scramble, Lulworth Castle Park, on Wareham-West Lulworth road 1 mile from East Lulworth, 2.30 p.m. **Devon:** Scramble, Great Widefields Farm, Inwardleigh, near Okehampton, 3 p.m. **Bedfordshire:** Scramble, Small Grove Farm, Pepperstock, near Luton, 2.30 p.m. **Oxfordshire:** Scramble, Church

Farm, Stoke Lyne, near Bicester, 2 p.m. **Essex:** Scramble, British Bata Shoe Company, Sandpit, East Tilbury, 2 p.m. **Leeds:** Road Courtesy Rally, Woodhouse Moor, Woodhouse Lane, 11 a.m. **Cheshire:** Scramble, Booth Bank, Millington, 2 p.m.

**Tuesday, June 3.—Isle of Man:** Isle of Man Grand National, Douglas Head old golf course, 7.30 p.m.

**Saturday, June 7.—Eire:** Grass-track racing, Butlin's Holiday Camp, Mosney, near Laytown, Co. Meath, 3.30 p.m.

**Saturday, June 7 to Saturday, June 14.—Isle of Man:** International Scooter Rally.

**Sunday, June 8.—Leicestershire:** Mallory Park road races, Kirby Mallory, near Hinckley, 2 p.m. **Ayrshire:** First leg of Scottish Scrambles Championship, Blackstone Farm, Dalry, 2 p.m. **Surrey:** Dobrovoni Trophy Trial, Weavers Down, 11.30 a.m. **Cambridgeshire:** Scramble, Lawn Farm, Elsworth, 1.30 p.m. **Dartmouth:** Scramble, Morley Parks, Halwell, near Kingsbridge, 3 p.m. **Somerset:** Scramble, Steart, near Sparkford, just off the Sparkford-Ilchester road, A303, 2.30 p.m. **Kent:** Grass-track racing, Blind Lane, Mersham, Ashford, 2 p.m.

**Surrey:** Grass-track racing, Dry Hill Farm, Dormansland, near Lingfield, 1 p.m. **Hampshire:** Rally, Southampton Road Garage, Fordingbridge, 10 a.m. **Basingstoke:** Road Trial, Beech Arms Hotel, Oakley, five miles west of Basingstoke on B3400, 11 a.m. **Derbyshire:** Scramble, Brockley Wood Farm, Oxcroft Lane, Bolsover, 2 p.m. **Suffolk:** Scramble, Amor Hall, Warminster, near Ipswich, 2 p.m. **Northamptonshire:** Scramble, Wansford, on the Peterborough-Wansford road 1 mile east of the Great North Road, 2.30 p.m.

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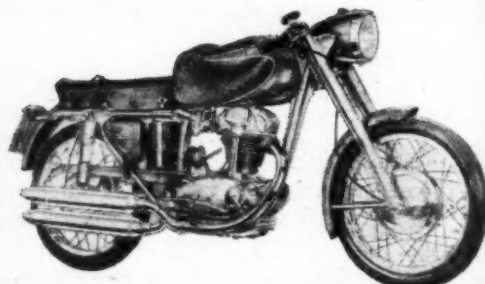
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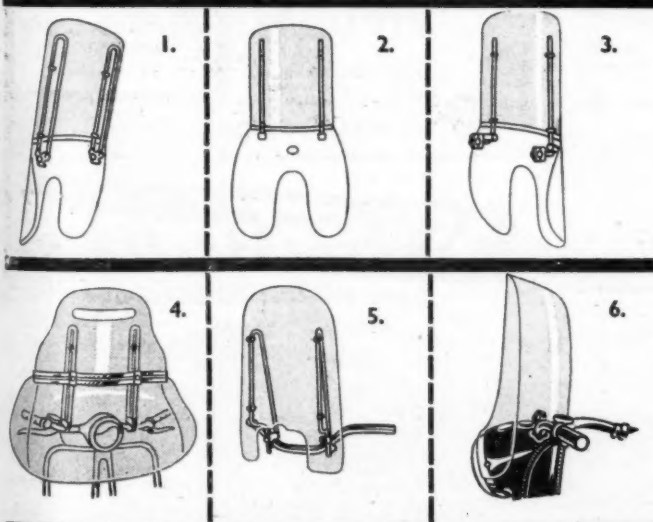
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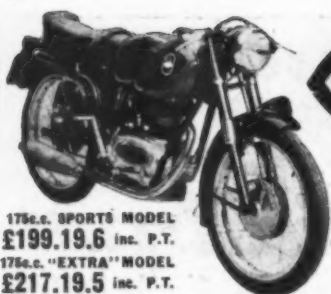
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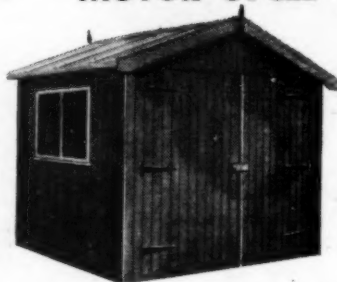
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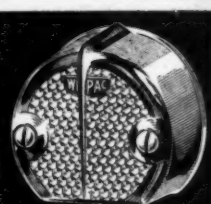
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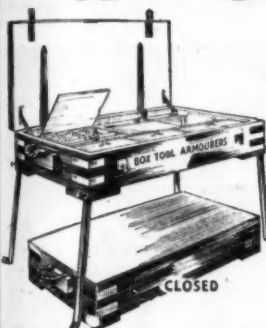
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#### ARMOURERS' BENCH-TOOL BOXES At a Fraction of Cost Price.

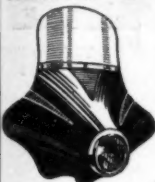


A rigid steel-bound work bench at any time—anywhere, on any surface, and you carry all your tools with it as well. **STEEL LEGS** contained inside tool box; erection is instant. Made throughout from heavy beech and oak and divided into convenient compartments to take most of your tool and supplies, etc. **BENCH SIZE** 3ft. 6 1/2 in. long, 1ft. 8 1/2 in. wide, 8 1/2 in. deep (approx.). **HEIGHT** when erected 3ft. 10 1/2 in. **59/6**. Free delivery British Isles.

A boon to do-it-yourself-motocyclists for any job.

**LIQUID OR BILGE PUMPS.** Complete with galvanised suction and delivery hoses with brass filter. Brass pump barrels 1 1/2 in. long x 1 1/4 in. inside diam. with special protection against denting. A brand new ex-Govt. item selling at fraction of cost. Only **27/6** each, complete. P. & P. 3/6.

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**FAIRINGS**  
Fibre Glass Fairings available in matching colours for 65 different machines. Send us particulars of your machine. Quotes by return.

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**GOLDEN EAGLE** (Scooter Screen) £107/-. **UNICORN** £83/-. **GOLDEN PEACOCK** £87/-. **PHOENIX** (Standard) 56/6. Rapier for B.S.A. and lightweight models, and most makes up to 350 c.c. 99/6. **BRITAX DE LUXE** 64/-. (With similar qualifications). **CONQUEST** 81/6. All P. & P. 4/6.

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P. & P. 2/6.

**HAND PUMPS.** 250 to clear, 5/- each. P. Paid.

### 2 Gallon Petrol Cans



### CELLULOID

54" x 24"

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(15 THOUS.)

30 THOU. THICK. 16/-

30 THOU. THICK. 22/6

Halve these prices for half-sheets cut long ways 5 1/2 in. x 12 in. or across 27 in. x 24 in. P. & P. 1/6. Any quantity.

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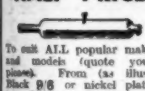


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Full capacity standard size.

ALSO Heavy Duty, guaranteed by makers.

25/- P. & P. 3/-

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While stocks last, this Family size GREEN Tent as shown, for only **£67/6**. Made from top-proof water-proof, double waxed 1st grade material by England's leading makers. Complete and ready to erect.

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30' x 6'0"

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HERE IS YOUR CHANCE TO SECURE A REAL BARGAIN

### USED SCOOTERS

- |   |         |
|---|---------|
| 1957 N.S.U. 150 c.c. Prima, self-starter, 1 owner, screen, carrier, etc.                    | £109 10 |
| 1957 LAMBRETTA 150 c.c., 1 owner, screen, carrier   | £135 0  |
| 1955 ZUNDAPP 200 c.c. Bella w/screen, carrier, spare wheel, panniers, etc.                  | £129 10 |
| 1956 LAMBRETTA 150 c.c. Model LDB, 1 owner, Panniers w/screen, mirror, carrier, spare wheel | £125 0  |
| 1956 LAMBRETTA 150 c.c. Model LD, w/screen, carrier, red and black                          | £119 10 |
| 1957 PHOENIX 150 c.c., large w/screen, carrier, 1 owner                                     | £115 10 |
| 1953 LAMBRETTA 150 c.c. LD, plastic screen, pillion, carrier                                | £109 10 |



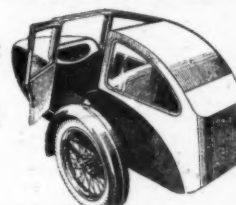
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THE FULL RANGE OF  
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NOW IN STOCK.

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### SELECTED USED SOLOS

- |  |         |
|--|---------|
| 1956 A.J.S. 500 O.H.V. Mod. 188, 11,000 miles, 1 owner, spot bump            | £179 10 |
| 1956 MATCHLESS 500 c.c. G80S, 1 owner, crash bar, carrier                    | £159 10 |
| 1953 ROYAL ENFIELD 350 O.H.V. "Bullet", 1 owner, taxed, immaculate           | £145 10 |
| 1950 B.S.A. 350 c.c. B318, s/arm, d/sent                                     | £145 0  |
| 1953 B.S.A. 500 O.H.V., B338, s/arm, 1 owner, Ex. cond.                      | £139 10 |
| 1954 TRIUMPH 500 Speed Twin, Avon fairing, Claven carriers, etc.             | £135 0  |
| 1953 A.J.S. 500 O.H.V., s/arm, 2 owners                                      | £129 10 |
| 1951 R. ENFIELD 250 O.H.V. "Clipper" s/arm, ex. cond.                        | £99 10  |
| 1951 TRIUMPH 500 O.H.V. Speed Twin, Avon fairing, s/bub, d/sent              | £99 10  |
| 1951 FRANCIS-BARNETT, 197 c.c., 10,000 miles only, d/sent, s/arm             | £89 10  |
| 1952 VELOCETTE 200 c.c. 12 Twin, shaft-drive, full enclosure. Ex. appearance | £69 10  |
| 1954 B.S.A. 150 Bantam Major, s/frame, d/sent, small mileage                 | £65 10  |
| 1951 NORMAN 125 c.c., d/sent, s/arm, 11,000 miles only                       | £60 0   |
| 1950 NORMAN 49 c.c. Nippy, speeds, full-width hubs                           | £45 0   |

### SELECTED USED SOLOS—contd.

- |  |         |
|--|---------|
| 1956 ARIEL 600 Huntmaster, Avon fairing, low mileage, fine condition | £189 10 |
| 1953 MATCHLESS 350 O.H.V. Avon Fairing, spot lights, s/arm, carrier  | £119 10 |

### Part Exchanges Welcomed on these USED CARS

- |   |        |
|---|--------|
| 1956 STANDARD Vanguard Estate car, H.M.V. radio, heater, one owner, green               | £645 0 |
| 1955 VAUXHALL Velox, heater, one owner, green   | £565 0 |
| 1955 (mod.) VAUXHALL Wyvern, one owner  | £565 0 |
| 1955 STANDARD 10 heater, one owner, black   | £485 0 |
| 1950 (mod.) HILLMAN Minx, 4 speed   | £360 0 |
| 1953 (Dec.) FORD Popular, recond. engine, heater, black                                 | £296 0 |
| 1948 FORD Prefect, black  | £265 0 |
| 1951 VAUXHALL Velox, brown, heater good tyres   | £355 0 |
| 1954 WOLSELEY 4/44, black, hir., taxed year   | £565 0 |
| 1946 ARMSTRONG SIDDELEY Hurricane coupe, beige, heater, synchromesh gears, very smart   | £295 0 |
| 1957 POWERDRIVE 3 wheeler, red, 322 c.c. twin two stroke, 9,900 miles, one owner, taxed | £285 0 |
| 1947 FORD Prefect, black leather upholstery, taxed                                      | £250 0 |
| 1954 VAUXHALL Velox, radio, heater, silver vinyl taxed                                  | £495 0 |

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## SPARES!

Royal Enfield. A.J.S. Ariel. Matchless Lambretta—by return.

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# KING'S

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Wherever you go you'll not get better terms than at KING'S  
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Just in case it happens, this service of KING'S ensures that payments are actually made on your behalf if you should become unemployed, ill, or meet with an accident whilst paying.

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That initial deposit need no longer be a burden on your pocket. You can build it up over a period. Pay what you like, when you like—and the moment it is paid the machine you choose can be YOURS.

**NO** GUARANTORS  
REFERENCES  
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**5,000**

used bikes—really good quality post-war and **FULLY GUARANTEED** machines—all makes and models for every pocket and purpose—IT'S IMPOSSIBLE to get a bigger selection anywhere!

### EXCHANGES

KING'S must have enormous numbers of used bikes to meet the demand, so give exceptionally high allowances in part exchange. It's really paid thousands of customers to exchange at KING'S—it will pay you too!

### POSTAL BARGAINS TOO!

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OXFORD	-	-	P.O. Box No. 9, New Road
MANCHESTER	-	-	770, Chester Road
BIRMINGHAM	-	-	18/20, Bristol Street
WOLVERHAMPTON	-	-	1, Birmingham Road
HALIFAX	-	-	25, Horton Street
HASTINGS	-	-	17/19, Norman Road, St. Leonards
GLASGOW	-	-	55, Hamilton Road, Tollcross
BLACKBURN	-	-	25, Penny Street
LEICESTER	-	-	Belgrave Gate
WORKSOP	-	-	Carlton Road
PLYMOUTH	-	-	Wolsley Road, Milhouse
BRISTOL	-	-	Stokes Croft
HEANOR	-	-	34, Market Street
SLEAFORD	-	-	30, Boston Road
LUTON	-	-	Park Street
BRIGHTON	-	-	75, Grand Parade
BURY	-	-	43, Bolton Street
BOLTON	-	-	122, Moor Lane
LEIGH	-	-	Market Buildings, Leigh

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**KING'S, NEW ROAD, OXFORD**

I'm thinking of buying a .....

Please send me list and all the gen for a deal to save me £££s and give real satisfaction.

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for every bike

29 MAY, 1958

(Supplement i) 16

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**ADLER**

**COMERFORDS** for Adler from stock.—Portsmouth Rd., Thames Ditton, Surrey. Embrook 5531. [C1006]

**CLEARANCE offer!!**—One brand new and unregistered Adler scooter, self starter, etc., £125 (listed £163), main's guarantee; terms.—Whitby's, 273, The Vale, Acton, W.3. Shepherd's Bush 5355. [C1128]

**A.J.S.**

**A.J.S. MOTOR CYCLES**, Plumstead Rd., S.E.18, London, W.12. [1017/R]

**G. P. BALHAM, Ltd.**, offers:—

**1955-6** (Oct.) A.J.S. Model 30 500cc Twin, £15 extras in 100% immaculate condition. [C1091]

**A.J.S. 1947** 500cc, helmet, etc.: £20.—3, Gwendwr Rd., West Kensington, W.14. [7868]

**WHITE & MARTIN** for your new A.J.S.: part exchanges; h.p.—18, Ashfield Parade, Southgate, N.14. Pal. 1035. [C1152/R]

**T. W. KIRBY MOTOR CYCLES, Ltd.**, your A.J.S. specialists, 10, Roneo Corner, Hornchurch. [C1128/R]

**BOE KEELER, Ltd.**, offer all A.J.S. models for immediate delivery, top prices for part exchanges.—125-131, Ealing Rd., Wembley 2150. [C1094/R]

**PUTNEY AUTOS** for your new A.J.S.: immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186. [C1138/R]

**SJOCOMBS OF NEASDEN!!** for your new A.J.S.: terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115]

**WHITBYS OF ACTON**—New models in stock, exchanges, h.p., spares.—263/273, Acton Vale, London, W.3. She. 5355 (Showroom); She. 6785 (Spares). [C1128/R]

**COMERFORDS** for A.J.S., new and second-hand, 1,000 machines in stock; send for lists.—Portsmouth Rd., Thames Ditton, Emb. 5531 (6 lines). [C1006]

**59ma A.J.S. 1946** 500cc o.h.v. combination, terms, exchanges, list open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube) N.W.3. Ham. 6041. [C1114]

**CLEARANCE offer!!**—Brand new and unregistered 1957 A.J.S. model 20 Twin, £255 (listed £281); main's guarantee; terms.—Whitby's, 273, The Vale, Acton, W.3. Shepherd's Bush 5355. [C1128]

**A.J.S. WANTED**

**GEORGE CLARKE** pay most for A.J.S.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

**ROWLAND SMITH'S** the A.J.S. buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

**COMERFORDS** require good A.J.S. machines for cash; send details or call.—Thames Ditton. [W1006]

**CLAUDE RYE** urgently require all models, get our price list first! H.p. accounts settled. We pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R]

**WE pay £10 more for A.J.S. H.P. accounts settled.** cash balance immediately! We pay your fare home.—Ride II to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days, Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

**A.J.S. SPARE PARTS**

**JOE FRANCIS MOTORS, Ltd.**—100% A.J.S. spares. C.O.D. and exchange service.

**340 Footscray Rd.**, New Eltham, S.E.9. Eltham 1373. [C1071]

**CLAUDE RYE, Ltd.**, A.J.S. specialists.—Spares: 895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

**GOS KOHN**—Genuine A.J.S. spares stockists, 275, Clapham Rd., S.W.9. Brixton 5604 and 9435. Prompt c.o.d. by return service. [C1033/R]

**KAYE OF EALING, Ltd.**, A.J.S. spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1076/R]

# THE MOTOR CYCLE

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**ELITE MOTORS (TOOTING), Ltd.**, 951-961, Garratt Lane, Tooting Broadway, S.W.17. Balham 1200.—Vast range of A.J.S. spares. Call or sent C.O.D. [S1169/R]

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**PUTNEY AUTOS**—Genuine spares for post-war models; also genuine Burman gear box spares; 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6887. [C1138/R]

**GODFREYS, Ltd.**—A.J.S. and Burman spares stockists, c.o.d.—226-234, London Rd., Croydon, Cro. 3641-3; 208-210, Gt. Portland St., W.1. Eus. 4632-4; 418, Romford Rd., Forest Gate, E.7. Gra. 1234-5; 220, Barkings Rd., E. Ham. Gra. 8089; 94-96, High Rd., Tottenham, Sta. 5658. [S1052/R]

**AMBASSADOR**

**AMBASSADOR**—Manufactured by Ambassador Motor Cycles, Ltd., Ascot Berks. Tel. Winkfield Road 5155-5. [C099/R]

**PANKHURST OF HAMMERSMITH:—**

**FOR** your new Ambassador, immediate delivery; terms, exchanges; open 'til 8 p.m. every week-day.—317, Kings St., W.6. Riverside 1401. [C1136]

**GODFREYS, Ltd.**, Ambassador dealers all depots. See display advert. [C1052/R]

**GIFTS OF SOUTH HARROW** for new Ambassadors; terms, exchanges.—568, Northolt Rd., Byrom 2484. [C1054/R]

**MEETEN'S**, Shannon Corner, New Malden, Tel. 3110 for immediate delivery of your new Ambassador; Villiers service. [C1203]

**IMMEDIATE delivery of Ambassadors**—F. W. Clark, 560-562, London Rd., Thornton Heath. Tel. Tho. 4987. [C1165/R]

**COMERFORDS** for Ambassador, new and second-hand, 1,000 machines in stock; send for lists.—Portsmouth Rd., Thames Ditton, Emb. 5531 (6 lines). [C1006]

**CLAUDE RYE, Ltd.**, for your 1958 Ambassador, all models in stock immediate h.p. ride away in 10 mins.—895-921, Fulham Rd., Fulham, Ren. 6174. [C1105/R]

**AMBASSADOR SPARE PARTS**

**SPEEDWAY OF ACTON** for all Ambassador spares; 24-hour c.o.d.—314, Uxbridge Rd., W.3. Acorn 5031-2. [S1121/R]

**ARIEL**

**A. WHITBYS OF ACTON**—Biggest dealers in the Home Counties for Ariels; immediate delivery; h.p.; exchanges.—273, Acton Vale, London, W.3. She. 5355. [C1128/R]

**FISHERS OF ACTON.**

**1949** Ariel 1000 Square 4, alloy engine, sprung frame; £89/10, dep. £30, 18 months £3/17/1.  
**1951** Ariel 500cc ohv, sprung frame, c/a Surrey on V621 brake wheel chassis, a superb outfit, reconditioned motor fitted, a gift at £139/10, dep. £46/10, 24 months at £4/14/6.

**1946** Ariel 1000 Square 4, c/a sal., first-class outfit; £89/10, dep. £30, 18 months at £3/17/1.

**1947** Ariel 600cc sv. c/a saloon; £59/10, dep. £20, 12 months £3/14/2.—44, Western Ave., East Acton, W.3. Shepherd's Bush 5007. 3 mins. Acton Underground. [C1005]

**ROWLAND SMITH'S** for Ariel.

**NEW** models in stock.

**FREE** tax and insurance with secondhand motor-cycles.

**105** m/s.—Ariel twin 1952 springer combination, matching Avon. terms, exchanges.—Rowland Smith below.

**75** m/s.—Ariel 1955, 197cc. o.h.v. Colt, spring frame, also 1957 model, terms, exchanges, list open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

**HAYEN, Ltd.**, main agents: part exchanges, terms: service and repairs.—162, High Rd., Ilford 0361. [D 0540]

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**1500 SUPERB BARGAINS**

**TAX FREE**

• 1/3rd DEPOSIT  
• 24 MONTHLY PAYMENTS  
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Save £15-£50 by selecting your bargain now. Study the following small selection from our huge stocks. Never again values so high or prices so low. The bike you've always wanted at a price you can easily afford with ownership much easier by our famous "pay as you ride" plan. Third party, fire and theft insurance ONLY required, included in terms if you wish.

Written guarantee. Every machine marked clearly with its price.

**MORE TO SEE**

SCOOTERS AND MOPEDS	Cash Price
Mobyette, '56, 49 c.c. Master Moped	£19 10
Kendall, '57, 49 c.c. de luxe, J50 Moped	£29 10
N.S.U., '56, 49 c.c. "Quickly" Moped, 2-spdl.	£29 10
Mobyette, '57, 49 c.c. de luxe Moped, Autoclutch	£29 10
Norman, '56, 49 c.c. de luxe, "Nippy" 2-spdl.	£35 10
Hermes, '56, 49 c.c. de luxe Scooterette	£39 10
N.S.U., '57, 49 c.c. "Quickly" de luxe Moped, 2-spdl.	£39 10
Hermes, '57, 49 c.c. Perle de luxe Moped, sprg.	£42 10
Mobyette, '57, 49 c.c. de luxe Moped, auto gear	£45 10
S.S.A., '57, 70 c.c. "Dandy" Scooterette, preslector	£45 10
H.M.W., '57, 49 c.c. Luxus Luxury Moped, 2-spdl.	£49 10

**LESS TO PAY**

Moby, '56, 125 c.c. de luxe Scooter, spare wheel	£79 10
Piatti, '57, 125 c.c. de luxe Scooter, extra, screen, etc.	£79 10
Vespa, '55, 125 c.c. New World Scooter, screen	£89 10
Lambretta, '55, 150 LD de luxe Scooter, screen	£99 10
D.E.W., '56, 74 c.c. "Hobby" Scooter, low mileage	£109 10
Vespa, '57, 125 c.c. New World Scooter, as new	£109 10
Lambretta, '56, 150 c.c. LD de luxe Scooter, extra	£119 10
Lambretta, '57, 125 c.c. de luxe Scooter, screen, etc.	£119 10
Vespa, '57, 150 Gran sport Super Scooter, screen	£129 10
Lambretta, '57, 150 c.c. LD Mks. 3 de luxe Scooter	£129 10
N.S.U., '56, 150 c.c. Prima Luxury Scooter, self starter	£139 10
Zundapp, '56, 200 c.c. "Bella" de luxe Scooter, s/spr.	£139 10
Heinkel, '56, 175 c.c. Luxury Scooter, screen, etc.	£139 10

**800.00**

S.S.A., '53, 125 c.c. Bantam, springer, Luxus lfg.	£39 10
S.S.A., '54, 150 c.c. D3 Bantam Major, sprg.	£49 10
Ariel, '52, 350 c.c. o.h.v. R. Hntr, sprg, d/sat	£59 10
Indes, '56, 350 c.c. o.h.v. R. Hntr, sprg.	£59 10
S.S.A., '55, 150 c.c. Model D3, Bantam Major, sprg.	£59 10
James, '54, 197 c.c. Villiers Captain de luxe, s/arm	£59 10
Excelsior, '54, 250 c.c. Tallman Twin springer, d/sat.	£69 10

**CONTINUED**

**PRIDE & CLARKE LTD**

158, STOCKWELL ROAD, LONDON, SW9

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# PRIDE & CLARKE

## 1,500 TAX FREE BARGAINS

Continued from previous column

## INSURANCE INCLUDED IN TERMS

	Cash Price
B.S.A., '36, 150 c.c. D3 Bantam Major, s/arm, sprg.,	£289 10
Panther, '34, 350 c.c. O.H.V. Mod. 75, s/arm, d/seat...	£289 10
B.S.A., '50, 500 c.c. O.H.V. B33 de luxe, s/arm, d/seat...	£289 10
F.-Barnett, '35, 197 c.c. Villiers de luxe, s/arm, sprg.,	£289 10
Velocette, '34, 200 c.c. LE water cooled Twin, sprg.,	£289 10
Excelsior, '35, 197 c.c. Roadmaster de luxe, s/arm, d/seat...	£279 10
James, '37, 150 Villiers de luxe, s/arm, d/seat...	£279 10
B.S.A., '37, 150 c.c. D3 Bantam Major, d/seat, s/arm...	£279 10
Dot, '35, 197 c.c. Villiers de luxe, s/arm, d/seat...	£279 10
Horton, '35, 600 c.c. O.H.V. Model Big 4, teles.,	£279 10
Triumph, '55, 500 c.c. O.H.V. Tiger Cub, sprg.,	£279 10
Tandon, '36, 197 c.c. Villiers, 4-spl., M.P. forks, s/arm...	£279 10
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Triumph, '33, 650 c.c. O.H.V. Tbird, s/hub...	£119 10
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Matchless, '35, 350 c.c. O.H.V. Mod. G318, s/arm, d/seat...	£149 10
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Ariel, '52, 500 c.c. O.H.V. Red Hunter, s/arm, d/seat...	£149 10
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Continued from previous column

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Triumph, '55, 650 c.c. O.H.V. Thunderbird, s/arm, d/seat	£219 10
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B.S.A., '56, 350 c.c. O.H.V. Shooting Star, s/arm, d/seat...	£219 10
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Matchless, '49, 500 c.c. O.H.V. Mod. G318, teles.	£209 10
B.S.A., '48, 500 c.c. S.V. C10 de luxe teles.	£209 10
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Velocette, '55, 200 c.c. LE water-cooled Twin, sprg.	£209 10
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**M.L.G. MOTORCYCLES, Ltd.**, for your new B.M.W. Specialists for B.M.W. motor cycles and Isotta. Factory trained staff; full range of B.M.W. accessories and spare parts.

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**COMERFORDS.**—Buy B.M.W.s for cash.—Portsmouth Rd., Thames Ditton, Surrey. [W1006]

**ROWLAND SMITH'S**, the B.M.W. buyers.—Hamstead High St., London, N.W.3. Ham. 6041. [W1114/R]

**BRING** your B.M.W. to the B.M.W. specialists for the best price.—M.L.G. Motorcycles, Ltd., 105, Goldhawk Rd., London, W.12. She. 3722. [0241/R]

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**GEORGE GROSE.**—Sole Bown spares.—Service Concessionaires, 834, High Rd., Finchley, Hillside 2149. [0199/R]

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**£50.**—Brough Superior, one owner, Noxal aluminium sidecar.—5, Derbyshire Rd., South Sale, Cheshire. [7877]

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**EASY** terms, 1/3 deposit and balance over 24 months.

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## M. & W. MOTORS.

**1954** B.S.A. M21 springer Canterbury s/s sidecar sprung and brake wheel; £148.—M. & W. Motors, 617, Eastern Ave., Ilford, Essex. Val. [01166]

## FRED WARELL, offers:—

**1955** B.S.A. M21 600cc sv. springer, windscreen d/seat, etc., genuine 3,000 miles only, fitted C/A S/C on Canterbury GMC7 sprung chassis, as new throughout, terrific outfit; £138.

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**1950** B.S.A. 500cc B33; £79.  
**2B** 2C and 137, Balham Hill, S.W.12. Battersea 1107 (ext. 4). [C1091]

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**FREE** tax and insurance with secondhand motor cycles.

**135** c.c.s.—B.S.A. Flash 1954 model, 650cc o.h.v., beige, spring frame, dualseat, windshield, carefully used, terms, exchanges.—Rowland Smith, below:—

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**85** c.c.s.—B.S.A. twin 1948, 495cc o.h.v. combination, Watsonian sports, exceptional, terms, exchanges.—Rowland Smith below:—

**69** c.c.s.—B.S.A. Aug. 1950 600cc M21 combination, very good condition, choice of four B.S.A. combinations; terms, exchanges.—Rowland Smith, below:—

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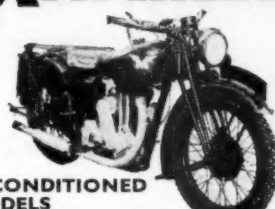
**1950** 650cc ohv A10 with Swallow sports chair; other B.S.A. models from £39; terms, exchanges; open 'til 8 p.m. every week-day.—317, Kings St., W.6. Riverside 1401. [C1114]

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'66 AUSTIN A30 4-door saloon, heater	£459
'66 AUSTIN A30 4-door saloon, heater	£399
'66 AUSTIN A30 saloon, heater	£379
'66 AUSTIN A40 de Luxe saloon, heater	£439
'66 AUSTIN A40 Somerset saloon, heater	£389
'67 FORD Anglia de Luxe saloon, heater	£549
'67 FORD Prefect saloon, heater, 7,500 miles	£449
'67 FORD Popular saloon, 1 owner	£359
'67 FORD Anglia de Luxe saloon, heater, 8,000 miles	£459
'67 FORD Prefect de Luxe saloon, heater	£499
'67 FORD Popular saloon, 1 owner	£329
'67 FORD Prefect saloon, low mileage	£469
'67 FORD Anglia saloon, heater, 1 owner	£449
'67 FORD Popular saloon, heater	£329
'67 FORD Prefect saloon	£339
'67 FORD Anglia saloon	£279
'67 FORD Anglia saloon	£259
'67 HILLMAN Minx de Luxe saloon, 1 owner	£459
'67 HILLMAN Minx de Luxe saloon, 1 owner, 21,000 m.	£489
'67 HILLMAN Minx saloon, heater, 1 owner	£439
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'67 MORRIS M.1000 3-door saloon	£529
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'67 MORRIS Minor 3-door saloon	£479
'67 MORRIS Minor saloon, heater, 1 owner	£449
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'67 MORRIS Minor 4-door de Luxe saloon	£479
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'66 Bond Mark "C" Family de Luxe, 7,000 miles	£329
'66 Bond Mark "C" Family de Luxe	£179
'66 Bond Mark "C" 3-seater	£129
'67 B.M.W. Jetta 200, 2,000 miles	£279
'67 HINKEL Cabin Cruiser, heater, 1 owner	£219
'67 MEISSERSCHMITT KR 200 Convertible, 300 miles	£219
'67 MEISSERSCHMITT KR 200 de Luxe	£249
'67 RELIANT Regal Coupe, Ex. condition	£299
'67 RELIANT Regal coupe	£249

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'65 FORD 3-cvt, 1 owner, Excellent	£189
'65 HILLMAN Husky, heater	£449
'67 MORRIS M.1000 Traveller de Luxe, 8,000 miles	£669
'67 MORRIS Minor Traveller de Luxe	£559
'67 STANDARD Vanguard 12-cvt, van, 3-tone	£299
'67 THAMES 3-cvt, Green, 10,000 miles	£249

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KINNEAR OF FELTHAM offer:—

1955 B.S.A. 250 and Watsonian Kton, one owner; £219/10.  
We specialise in part exchanges and the easiest of h.p. terms, 1/3 deposit, 24 months to pay, most new models for immediate delivery from stock.  
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1955 B.S.A. C10L, completely overhauled, guaranteed; £35.  
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OWEN BROS.—1957 Dandy 70cc; £45.

OWEN BROS.—1951 A7 twin, a/frame; £72.

OWEN BROS.—1951 B33 500cc and single-seat a/car; £58.

OWEN BROS.—1956 D3 150cc Major; £69.

OWEN BROS.—1952 D1 125cc Bantam; £39.

OWEN BROS.—1957 Golden Flash 650cc, beige, extras; £205.

OWEN BROS.—1957 '12 250cc, a/arm; £129.

EASY terms, h.p. protection, part exchange.

OWEN BROS., 19, Battersea Rise, Clapham Junction, S.W.11. Battersea 5253. [C1095]

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We can supply immediate delivery of any new B.S.A. model.

1957 B.S.A. Gold Flash 650 twin, fairing, screen, Swallow double-adult sidecar, many extras, 5,795 miles only, matching maroon; £295.

1953 Gold Flash Springer, 650 twin, excellent; £119.

1954 B.S.A. M21 600 s.v. with Canterbury Warrior sidecar, in brand new condition throughout; £149.

We have a selection of B.S.A. solos and combinations at competitive prices.—Brixton 6555. Terms and exchanges. [C1122]

JOHN SURTEES, West Wickham, Kent, for your B.S.A.—Spring Park 2700. [C1145]

COMERFORDS FOR B.S.A., 1,000 machines in stock. Portsmouth Rd., Thames Ditton, Surrey. [C1006]

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POTNEY AUTOS for your new B.S.A.; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186. [C1138/R]

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172—177, Aston Rd., Birmingham. Ast. X 3201-2. [0561/R]

B.S.A. from stock.—Loxham's Motor Cycle House, 4242, Fishergate, Preston. Exchange; h.p. terms.—Tel. 0045/R.

NOV. 1956 Road Rocket, rev. counter, chain case, 600 cc, 2000 m. 7.500 m. n.o.t. h.p. available case.—39, Wood St., Sheerness. Shepp. 2093. [7853]

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G'FLASH, Dec '56, Blackburn 114, '57 s/wheel, brake, 14,000 miles, immaculate; £217.—Paul, Hayman Road, Malvern, or 31 Cox Lane, Chesington. [7834]

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J. J. DOUBLE (MOTOR CYCLES), Ltd., 1958 B.S.A. agents; terms; spares, service, repairs.—809-811, High Rd., Goodmayes, Tel. Seven Kings 9744. [C1119/R]

B.S.A. Gold Flash 1956, 14,000 miles only, unlicensed for one year, open to offer.—John Wane, "Greygoose," West End Rd., Wyberton, Boston, Lincoln. [7874]

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CLEARANCE offer of brand new 1957 B.S.A.s (all unregistered), D1 Bantam, £95 (listed £102/10); C10L 250cc, £135 (listed £145); B31 350cc, £215 (listed £229/10); 650cc Flash, £249 (listed £266); makers guarantee, easiest terms; send 25 to reserve.—Whitby's, 273, The Vale, Acton, W.3. Shepherds Bush 5355. [C1128]

## B.S.A. WANTED

GEOFFREY CLARKE pay most for B.S.A.—378, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S, the B.S.A. buyers.—Hamstead High St., London, N.W.3. Ham. 6041. [W1114/R]

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237 BRIXTON HILL  
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**SUPERB SELECTED CAR & MOTORCYCLE BARGAINS**

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## COMBINATIONS

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Unregistered 250 c.c. O.H.V. ex-W.D. 9.4. fully reconditioned model. Cash price £40/0. 10/- deposit and 34 monthly payments of £1/4/8.

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'57 FORD Anglia s/m, htr., low mileage	£499
'57 FORD Zodiac s/m, htr.	£519
'54 FORD Popular s/m, new engine	£279
'53 FORD Anglia s/m. Excellent condition	£279
'59 FORD 8 saloon	£119
'58 FORD 10 saloon	£499
'56 HILLMAN Husky, htr., low mileage	£449
'56 HILLMAN Minx saloon, heater	£449
'59 HILLMAN 10 saloon	£59
'62 MORRIS Minor 1,000, 2-str. D/L saloon	£239
'62 MORRIS Oxford saloon, heater	£399
'62 STANDARD 8 saloon, heater	£349
'62 STANDARD 12 saloon, heater	£419
'47 VAUXHALL 14 saloon	£179

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'56 A.C. Petite, 10,000 miles	£279
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# THE MOTOR CYCLE

(Supplement v) 20

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**W**e pay £10 more for B.S.A.; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-days, Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

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**N**o finer service exists, 24 hour c.o.d. or immediate counter service.  
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**B**S.A. spares catalogue, 5/6 post free (state model and year).  
**B**S.A. MOTOR CYCLES, Ltd., Service Dept., 47, Montgomery St., Birmingham, 11, or from any B.S.A. dealer. [7551]

**S**PECIALISTS on the spot!  
**C**OUNTY CYCLE & MOTOR CO., 266, Broad St., Birmingham, 1.—Daily factory visit, prompt c.o.d. and complete exchange part service.—Mid. 6508. [S1024/R]

**W**HITBYS OF ACTON.  
**W**HITBYS—London's largest B.S.A. agents. Our association with B.S.A. covers over 50 years. We offer the finest service.  
**T**REMENDOUS stocks of spares available over the counter or c.o.d. Trade supplied.—Whitbys of Acton, Ltd., 263, Acton Vale, London, W.3. [S1128/R]

**G**LANFIELD LAWRENCE.  
**F**OR B.S.A. genuine spares and replacement service; immediate attention to counter and c.o.d. orders.  
**M**AKE GLANFIELD LAWRENCE your B.S.A. service station.  
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**L**ONDON (HIGHBURY).—28-32, Highbury Corner, N.5. Nor. 2793.  
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**B**RISTOL.—47-53, Bath Rd., Bristol 78001.  
**P**ORTSMOUTH.—147-151, Fratton Rd., Portsmouth 6202.  
**S**WANSEA.—20, Rutland St., Swansea 50311. [S1046/R]

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**172**—177, Aston Rd., Birmingham, Ast. X 3201-2. [0559/R]

**G**ODFREYS, Ltd.—B.S.A. spares stockists; c.o.d. all depots; see display advert. [S1052/R]  
**P**RIDE & CLARKE.—New and second-hand spares; quotations any part by return post, c.o.d.; easy payments.—Stockwell Rd., S.W.8. Etl. 6251. [S1098/R]  
**W**EST END MOTORS, Ltd., 171, High St., S.E.15. New X 5118-9; and 179, Upper Tooting Rd., S.W.17. Bal. 4231, for B.S.A., Amal, Wico-Pacy spares. [0125/R]  
**E**LITE MOTORS (TOOTING), Ltd., 951-961, Garratt Lane, Tooting Broadway, S.W.17. Balham 1200.—Full range of B.S.A. spares; call or sent c.o.d. [S1169/R]  
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**P**AIRTS for B.S.A., official stockists for S.E. London; 100% B.S.A. spares stock and associated Wipac, Amal, Lucas, Perodot c.o.d. service; B.S.A. exchange replacement service; Dandy spares and accessories; Gold Star specialists.—Tel. Lee Green 935. 404, High St., Lewisham, S.E.13. [0505/R]

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**24**-hour c.o.d. service on all B.S.A. spares and exchange replacement units; engines, gear boxes, clutch plates, brake shoes, frames, forks, wheels, a lot every item you require; stockists also for Amal, Wico, Lucas and Smiths speedos. Don't keep that machine off the road, use our 100% service. Country Motor Mart, Ltd., B.S.A. Specialists, Postal Department 7, 86, London Rd., Coventry, Tel. 2146 and 7. [S077/R]

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from our huge selection of guaranteed used models

**M**ATCHLESS, '53 G80S 500 c.c. O.H.V. s/arm, panniers, carrier and c/bar, excellent condition ..... £119  
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**R. ENFIELD**, '57, Super Meteor, 700 c.c. Twin, s/arm, twin brakes, full width hubs, 1 owner, imm. .... £215  
**T**RIUMPH, '55, T100, 500 c.c. alloy Twin, s/arm, d/seat, smart Blue/Ivory finish, very fine order ..... £195  
**B.S.A.**, '55, B31, 350 c.c. O.H.V., s/arm, d/seat, Red and Chrome, taxed, excellent ..... £135  
**R. ENFIELD**, '55, 500 c.c. Twin, s/arm, d/seat, Avon Fairing, twin brakes, one owner ..... £139  
**A**RIEL, '54, NH, 350 c.c. O.H.V., s/arm, d/seat, panniers, carrier, fine order throughout ..... £125  
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**B.S.A.**, '55, A10, 650 c.c. Twin, s/f, pillion, Beige/Chrome finish, ideal solo or s/c m/c ..... £145  
**N**ORTON, '54, Dom. 88, 500 c.c. twin, s/a, featherbed frame, Avon Fairing, good condition ..... £165  
**R. ENFIELD**, '53, Bullet, 350 c.c. O.H.V., s/arm, d/seat, Grey/Chrome, lively motor ..... £95  
**S**UNBEAM, '51, 38, 500 c.c. s/frame, s/drive, immaculate Black/Chrome finish ..... £105  
**T**RIUMPH, '53 (Oct.), Terrier, 150 c.c. O.H.V., s/frame, panniers, one owner ..... £39  
**P**ANTHER, '55, 250 c.c. O.H.V., s/arm, d/seat, full width hubs, v. smart Green/Chrome finish, ex. .... £115  
**B.S.A.**, '53, B33, 500 c.c. O.H.V., s/f, d/seat, panniers, v. smart, Maroon/Chrome ..... £109  
**J**AMES, '56, Cadet, 150 c.c. Villiers, s/arm, pillion, panniers, 8,000 miles, taxed ..... £85  
**T**RIUMPH, '56, 5T, 500 c.c. Twin, s/arm, screen, 1/2 shields, immaculate condition ... £105

## THREE WHEELERS

**H**EINKEL, '57, Cabin Cruiser de luxe, 174 c.c., s/wheel, heater, one owner, superb condition ..... £145  
**R**ELIANT, '55, Regal Coupe, 750 c.c., 4 seater, smart Black finish, v. economical ..... £295

# NEW SOLOS COMBINATIONS 3-WHEELERS

Whitby's have the finest selection—all makes, models and colours—and sidecars to match.

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- SERVICE SUPREME

**WHITBYS**  
 OF ACTON

THE BIGGEST DEALERS IN THE HOME COUNTIES

**THE VALE, ACTON, LONDON, W.3**  
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Hours of Business: 9 a.m.—7 p.m. weekdays  
 Saturdays 6 p.m.

## CORGI SPARE PARTS

**G**LANFIELD LAWRENCE, Corgi spares stockists.—407, High Rd., N. Finchley, N.12. Fin. 0091. [S1044/R]

## DAYTON ALBATROSS

**G**ODFREYS, Ltd., Dayton Albatross dealers all depots. See display advert. [C1052/R]

**M**EETEN'S, Shannon Corner, New Malden, Tel. 3110 for immediate delivery of Albatross twin. [C1203]

**W**HITBYS OF ACTON.—Immediate delivery of new Albatross.—273, Acton Vale, W.3. She. 5355. [C1128/R]

## DIANA

**G**ODFREYS, Ltd. for Diana, all depots.—See display advert. [C1052/R]

**C**LAUDE RYE.—Immediate delivery new Diana; choice of colours; terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R]

**S**LOOMBS OF NEASDEN!!! for your new Diana; terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

**P**UTNEY AUTOS, Ltd., main agents for your new Diana; terms; exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1196. E.C. Thurs. 1 p.m. [C1136/R]

## D.K.R.

**G**H. CYCLES, Harrow Weald, 429, High Rd., Harrow 6858. D.K.R. Dove main dealers. [0093]

**C**OMERFORDS.—Immediate delivery D.K.R. Dove.—Portsmouth Rd., Thames Ditton. [C1006]

**S**LOOMBS OF NEASDEN!!! for your new D.K.R.; terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

**C**LAUDE RYE.—Immediate delivery latest D.K.R. scooter, with self-starter; choice of colours; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

**M**EETEN'S, Shannon Corner, New Malden, Tel. 3110 for immediate delivery D.K.R.—Villiers Dove with kick starter, Pegasus with electric starter and Denant 200cc 4 speed electric starter models; trade supplied; Villiers service. [C1203]

## D.M.W.

**C**OMERFORDS for D.M.W. Dolomite trials twin from stock; 50 other competition models; new and second-hand.—Portsmouth Rd., Thames Ditton. Embrook 5531. [C1006]

**M**EETEN'S, Shannon Corner, New Malden, Tel. 3110 for immediate delivery of the D.M.W. Cortina 250cc twin sports and train models also 200cc Popular; lists free; D.M.W. Bambi scooters £110.8 complete with speedo; yours for £37/8 deposit, bal. by h.p. [C1203]

## D.O.T.

**D**OT CYCLE & MOTOR MANUFACTURING CO., Ltd., Manchester, 13, Tel. Blackfriars 5472-3-4. [0222/R]

**C**OMERFORDS.—1958 Dot works replica; delivered from stock; 50 other competition models new and second-hand.—Portsmouth Rd., Thames Ditton. Embrook 5531. [C1006]

## DOUGLAS

**G**ODALMING.—G. D. Brown is the Douglas specialists; sales and service; satisfaction assured.—12, Meadow. Tel. 412. [C1008/R]

**145** gns.—Douglas Dragonfly, 1957, 348cc o.h.v., 1,390 miles only, free tax and insurance, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

## DOUGLAS WANTED

**W**e pay £10 more for Douglas; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-days, Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

## DOUGLAS SPARE PARTS

**C**LAUDE RYE, Ltd.—Full range of spares for the T35 model, c.o.d.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

## DOUGLAS VESPA

**G**ODFREYS, Ltd.—Appointed Vespa dealers all depots.—See display advert. [C1052/R]

**W**HITBYS.—Vespa specialists, new and second-hand. 273, Acton Vale, London, W.3. She. 5355. [C1128/R]

**A. GATTO**—Immediate delivery, 1/2 dep. exchanges.—205-212, Garratt Lane, S.W.18. Bst. 4361. [0095/R]

**W**ALTON-ON-THAMES MOTOR CO., Ltd. (main agents), Bridge St., Walton-on-Thames 200. [0261/R]

**E**LEANOR MOTORS for Douglas Vespa; terms; exchanges.—265, Mare St., Hackney, E.8. Amherst 5134. [0224]

**S**LOOMBS OF NEASDEN!!! for your new Vespa; terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

**L**EAD Scooters.—Immediate delivery all models, part exchange, h.p. terms, service after sales.—Morden Court Parade, Morden, Surrey. Mit. 4466. [0034/R]



# GEORGE CLARKE

**500 SOLO BARGAINS**  
at 276-278 Brixton Hill, S.W.2

## CASH PRICE

A.J.S.	'53, 500 c.h.v. Model 18M, 1st gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 2nd gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 3rd gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 4th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 5th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 6th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 7th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 8th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 9th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 10th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 11th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 12th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 13th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 14th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 15th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 16th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 17th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 18th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 19th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 20th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 21st gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 22nd gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 23rd gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 24th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 25th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 26th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 27th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 28th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 29th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 30th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 31st gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 32nd gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 33rd gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 34th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 35th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 36th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 37th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 38th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 39th gear	£85 10
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A.J.S.	'53, 500 c.h.v. Model 18M, 48th gear	£85 10
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A.J.S.	'53, 500 c.h.v. Model 18M, 50th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 51st gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 52nd gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 53rd gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 54th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 55th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 56th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 57th gear	£85 10
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A.J.S.	'53, 500 c.h.v. Model 18M, 61st gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 62nd gear	£85 10
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A.J.S.	'53, 500 c.h.v. Model 18M, 70th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 71st gear	£85 10
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A.J.S.	'53, 500 c.h.v. Model 18M, 95th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 96th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 97th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 98th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 99th gear	£85 10
A.J.S.	'53, 500 c.h.v. Model 18M, 100th gear	£85 10

Dear Sir,  
I am writing to inform you that I recently received the S.A. 500 c.c. and I would like to say that I found the machine in perfect condition mechanically, also the machine pleased me so much that I had no hesitation advising two friends of mine, future prospective buyers, to write for details to you.

F.W.

DOUGLAS	'52, 500 c.h.v. Mk. V Twin, S.A. d/t	£85 10
DOUGLAS	'52, 500 c.h.v. Mk. V Twin, S.A. d/t	£85 10
ENFIELD	'41, 250 c.h.v. Good condition. Bargain	£85 10
ENFIELD	'41, 250 c.h.v. Model G, 1st gear	£85 10
ENFIELD	'41, 250 c.h.v. Model G, 2nd gear	£85 10
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ENFIELD	'41, 250 c.h.v. Model G, 96th gear	£85 10
ENFIELD	'41, 250 c.h.v. Model G, 97th gear	£85 10
ENFIELD	'41, 250 c.h.v. Model G, 98th gear	£85 10
ENFIELD	'41, 250 c.h.v. Model G, 99th gear	£85 10
ENFIELD	'41, 250 c.h.v. Model G, 100th gear	£85 10

Continued in next Column

## DOUGLAS VESPA

85 gns.—Douglas Vespa 1956, 125cc, 42L2, pillion, very good condition, free tax and insurance, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

CLEARANCE offer!!—One only Vespa 150cc brand new and unregistered 1957 model, £145 (listed £165), maker's guarantee; also one 125cc model at £135 (listed £149); terms.—Whitby, 273, The Vale, Acton, W.3. Shepherds Bush 5355. [C1128]

## DOUGLAS VESPA WANTED

GEORGE CLARKE pay most for Douglas Vespa.—276, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH's, the Douglas Vespa buyers.—Hampstead High St., London, N.W.3. Ham. 5041. [W1114/R]

## DOUGLAS VESPA SPARE PARTS

GLANFIELD LAWRENCE. No waiting.

WE hold immense stocks of Vespa spares; immediate delivery—either over the counter, or by our per-urban postal service.—Call, phone or write, 407, High Rd., North Finchley, N.12. Tel. Fin. 0091. [S1044/R]

GODFREYS, Ltd.—Croydon, 209, Gt. Portland St., W.1, Forest Gate. See display advert. [S1052/R]

YOUNG'S—Vespa spares and accessories, list free.—32, Tooting Bec Rd., London, S.W.17. Bal. 7791. [S1154/R]

HUMPHREYS for Vespa spares and accessories; counter or c.o.d.—122, Hampstead Rd., N.W.1. Euston 5536. [S1059/R]

## EXCELSIOR

ROWLAND SMITH's for Excelsior.

New models in stock; terms, exchanges, list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

PANKHURST OF HAMMERSMITH:—1957 Talisman twin sports, very small mileage; £149; all new models available from stock; terms, exchanges; open till 8 p.m. every week-day. 217, Kings St., W.6. Riverside 1401. [C1136]

YOUNG'S—Excelsior main agents; terms, exchanges.—32, Tooting Bec Rd., London, S.W.17. Bal. 7791. [C1134/R]

## EXCELSIOR SPARE PARTS

BELLAMY'S hold the finest stock of Excelsior spares for all post-war models; c.o.d. anywhere.—3, Lordship Lane, Dulwich, S.E.22. New Cross 0668. [0511]

HOE STREET GARAGE, Ltd.—Gen. Excelsior spares, c'ter, c.o.d. trade.—414 Hoe St., W.17. Tel. Cop. 1710. [0290]

KAYS OF EALING, Ltd.—Excelsior spare parts stockists. Trade supplied, quotation of c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2527. [S1075/R]

LONDON'S Excelsior specialists.—Also Jackson for Talisman and Spirit spares; largest stock in Great Britain; c.o.d. by return; repair specialists.—Also Jackson, Motor Export Ltd., 1006, Harrow Rd., Kensal Green, London, N.W.10. Ladbroke 2792. [S1066/R]

## FRANCIS-BARNETT

FRANCIS & BARNETT, Ltd., Lower Ford St., Coventry. Coventry 3054. [0090/R]

WATKINSON MOTORS.

1958 models for immediate delivery; usual terms available.—Stockwell Rd., S.W.9. Bal. 3838. [C1174/R]

ROWLAND SMITH's for Francis-Barnett.

NEW models in stock.

# FRANCIS-BARNETT

**MEETEN'S**, Shannon Corner, New Malden, Tel. 3110 for immediate delivery of every Francis-Barnett model including the new Scrambler 250 and the 175cc Light Orderer just introduced; lists, tuition free; longest and lowest h.p. terms and a square deal exchange; Francis-Barnett and Villiers spares specialists. [C1203]

## FRANCIS-BARNETT WANTED

**GEORGE CLARKE** pay most for Francis-Barnett.—778, Brixton Hill, S.W.2. Tulsa Hill 3211. [W1019]

**ROWLAND SMITH'S** the F-Barnett buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

**WATKINSON MOTORS**—Top prices for Francis-Barnett.—136, Stockwell Rd., S.W.9. Brixton 3535. [W1174/R]

**CLAUDE RYE** urgently require all models, get our price list first! H.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R]

We pay £10 more for Francis-Barnett; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

## FRANCIS-BARNETT SPARE PARTS

**WATKINSON MOTORS**, official stockists, 136, Stockwell Rd., S.W.9. Bri. 2838. [S1174/R]

**HOT STREET GARAGE**, Ltd.—Genuine spares; H.P. car, c.o.d., trade.—414, Hoe St., W'stow., E.17. Tel. Cnr. 1710. [0279]

**KAYS OF EALING**, Ltd., Francis-Barnett spare parts stockists.—Trade supplied; quotations or c.o.d. by wire.—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R]

## GILERA

**DRIDE & CLARKE**, main agents.—175cc sports, £19/19/6; ½ deposit, immediate acceptance; 24 monthly payments; tax and insurance included in terms; exchanges; catalogue free.—158, Stockwell Rd., S.W.9. Bri. 6251. [C1098/R]

## GREEVES

**GREEVES MOTOR CYCLES**, Manor Trading Estate, Church Rd., Thundersley, Essex. South Benfleet 261.

The thrill of a lifetime! when you own the new 50cc Fleetwing twin; send your address for details. [0012]

**ARCHER OF ALDERSHOT**, for Greaves, etc.; spares and service.—Victoria Rd., Tel. 323. [0364/R]

**COMERFORDS** for Greaves, 20 T.A. Scottish trials. C/n stock; exchanges.—Portsmouth Rd., Thames Ditton, Esherbrook 5531. [C1008]

**GLOOMCOMES OF NEASDEN!!!** for your new Greaves; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115]

**GREEVES Main Dealers**—New models available, immediate delivery.—G.P. Balham, 2b, 2c & 137, Balham Hill S.W.12. Battersea 1107, ext. 4. [C1091]

**PALMER'S**—Immediate delivery of Greaves Scottish Trials and Hawkestone models; also 1958 Greaves Scottish Trials, as new, £155; exchanges and terms.—61, Stanley Rd., Teddington, Molesey 1646. [C1003]

## HARLEY-DAVIDSON

**HARLEY-DAVIDSON** combination, Oxford blue, chrome s/sports s/c, de luxe wheels, large screen, dual saddle, many extras, excellent condition; £120 a.s.—Before 7 p.m. tel. Pad. 8950.

COME to the Harley dealer to see and try the most expensive motor cycle in the world, definitely the most superb motor cycle made today, quiet, powerful, comfortable and easy to handle.—F. H. Warr, Ltd., 41, Kings Rd., Fulham, S.W.6. Renown 2934. [C1001]

## HARLEY-DAVIDSON SPARE PARTS

**CLAUDE RYE**, Ltd.—The largest stock in the world; brand new Harley spares and accessories; list available; trade and export inquiries welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

## INDIAN SPARE PARTS

**CLAUDE RYE**, Ltd.—Huge stocks of brand new ex-W.D. Indian spares and accessories at rock-bottom prices; lists available; trade and export inquiries welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

## JAMES

**PANKHURST OF HAMMERSMITH**—

1957 98cc Comet, as new; £69, all new models available from stock; terms, exchanges; open till 8 p.m. every week-day.—317, King St., W.6. Riverside 1401. [C1136]

**JOHN SORTEES**, West Wickham, Kent, for your J.A.—Springs Park 3700. [C1145]

**ARCHER OF ALDERSHOT** for James, etc.; spares and service.—Victoria Rd., Tel. 323. [0371/R]

**NORTH LONDON**—Tea Autos for James sales and service.—18, Turnpike Lane, N.8. [0125/R]

**WHITBYS OF ACTON**—Immediate delivery of new models.—273, Acton Vale, London, W.3. She. 5355. [C1129/R]

**GLOOMCOMES OF NEASDEN!!!** for your new James; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115]

# BARGAINS

1956 TRIUMPH Tiger Cub, s/arm, 1,000 miles. Bargain.....	£138 0
1957 B.S.A. Flash, 650 c.c., s/arm, immaculate.....	£218 0
1957 TRIUMPH Tiger Cub, s/arm, grey and chrome finish, 4,000 miles.....	£118 0
1954 TRIUMPH 650 c.c. Tiger 110, chromium crash bars.....	£148 0
1954 PANTHER 600 c.c., black and chrome finish, screen, legshields, taxed year, s/c specification.....	£108 0
1948 PANTHER, legshields, Avon fairing, dual seat, sound motor, good tyres, s/c specification.....	£56 0
1952 B.S.A. Bantam, springer, 125 c.c., carriers, legshields, dual seat.....	£35 0
1956 NORTON Featherbed, full-width hubs, fitted with a 500 c.c. Manx motor, really one off.....	£228 0
1956 NORTON 99, 600 c.c., one owner, low mileage.....	£218 0
1957 JAMES 150 c.c., s/arm, dual seat, carrier, screen, James legshields.....	£86 0
1953 ENFIELD Bullet, s/arm, grey and chrome finish, dual seat.....	£89 10
1955 JAMES 150 c.c., s/arm, new dual seat, mirror, unmarked, really outstanding bargain.....	£48 0
1956 TRIUMPH Tiger Cub, Avon fairing, dual seat, sprung frame, small wheels. Immaculate.....	£115 0
1954 ENFIELD Bullet, nearly new tyres, Enfield panniers, s/arm, dual seat, legshields, mirror. Recommended.....	£95 0
1956 LE VELOCETTE 200 c.c., dual colour, dual seat.....	£125 0
1956 TRIUMPH Tiger 110, one owner, crash bars, unmarked.....	£215 0
1955 ENFIELD 350 c.c. Bullet, dual front brake, maroon, dual seat.....	£129 0
1956 NORTON 500 c.c. E52, s/arm, dual seat, carrier, as new.....	£135 0
1947 NORTON International 500 c.c., large tanks, new dual seat, rev. counter, exceptional throughout.....	£115 0
1951 B.S.A. 350 c.c. Gold Star, dual seat, chromium guards.....	£79 10
1957 ARIEL 350 c.c., black and chrome finish, s/arm, dual seat, carrier.....	£168 0
1952 MATCHLESS 350 c.c., black and chrome finish, dual seat, pannier frames, good tyres.....	£65 0
1956 JAMES 98 c.c., sprung frame, carrier, maroon finish.....	£38 0
1951 B.S.A. 500 c.c. Twin, black and chrome finish, sprung frame, mirror, immaculate.....	£93 0
1950 VINCENT Rapide, 1,000 c.c., crash bars, new dual seat, good tyres, clean, fast machine.....	£135 0
1955 TRIUMPH Trophy 500 c.c., road trim with lights.....	£175 0
1954 B.S.A. A.10 650 c.c. Road Rocket spec., speedometer, rev. counter, alloy head, T.T. carb., to be run in.....	£179 10
1957 TRIUMPH 200 c.c. Trials Cub, s/arm, dual seat.....	£115 0

£5 deposit reserves any of the above

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THAMES DITTON, SURREY

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Telephone: EMBerbrook 5531 (PBX)

## JAMES

**CLEARANCE offer!!**—Brand new 1957 150cc Cadet, unregistered, £115 (listed £126), maker's guarantee, one only—Whitbys, 273, The Vale, Acton, W.3. Shepherd's Bush 5355. [C1126]

**MEETEN'S**, Shannon Corner, New Malden, Tel. 3110 for immediate delivery of every model of the James range including the new 175cc 3 speed Cavalier at £149/14; other models from £98/11/1; lowest, longest permissible h.p. terms, free expert tuition; James and Villiers unbeatables spares service, trade supplied. [C1203]

## JAMES WANTED

**CLAUDE RYE** urgently require all models, get our price list first! H.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R]

We pay £10 more for James; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

## JAMES SPARE PARTS

**KAYS OF EALING**, Ltd., James spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R]

**O'NEILL BROS.**, Ltd.—All post-war spares, Villiers spares and exchange units, full postal service, trade supplied.—The Broadway, N.W.9. Hendon 8629. [S1179]

## J.A.P.

**J.A.P.** engines and spares; world's largest distributors. —Alec Jackson Motor Export, Ltd., 1006, Harrow Rd., London, N.W.10. Ladbroke 2792. [C1066/R]

## JAWA

**JAWA** 1956 reg., fairing, dual seat, immac.; £65.—Sho. 9468, 9 a.m.—6 p.m. [7861]

1956 CZ 150cc. twin port, screen, panniers, chrome tank; £69 delivered; h.p. available.—Harris, 125, King's, Delph, Whitliffe, Peterborough. [7854]

**NORMAN STOKES MOTOR CYCLES**—The Jawa-CZ specialists for your new 1958 Jawa. Immediate delivery; terms and exchanges.—Vernon Street Corner, Wellingborough Rd., Tel. Northampton 1309. [7448]

**NORTHAMPTON SCOOTERS**, Ltd., for all the leading makes of scooters, including the new Jawa Cezeta 175cc. Immediate delivery.—154, Wellingborough Rd., Northampton. Tel. 1309. [7449]

## JAWA SPARE PARTS

**NORMAN STOKES MOTOR CYCLES**, U.K. distributors for all Jawa and CZ spares and service; trade enquiries invited.—1, Vernon St., Wellingborough Rd., Northampton. Tel. 1309. [C1066/R]

## LAMBRETTA

**LAMBRETTA**—Sole concessionaires U.K. Lambretta Concessionaires, Ltd. Head office and sales, Beryl Works, Kingston By-Pass, S.W.20. Tel. Malden 7721. Service station, 213 219, Broadway, Wimbledon, S.W.19. Tel. Liberty 7621. Spares and accessories, 424-426, Kingston Rd., Raynes Park, S.W.20. Tel. Cherrywood 2204. [0475 R]

**SPEEDWAY OF ACTON.**

1955 LD 150cc, screen, pillion; from £89 10

1956 LD 150cc, screen, pillion, etc.; from £109 10.

1957 LD 150cc, many extras; from £119 10.

DOZENS of used scooters always in stock with three months' guarantee.

EVERY new model immediate delivery.—310, Uxbridge Rd., Acton, W.3. Acorn 5031-2 [C1121]

**L. STEVENS**, Ltd., offer:—

1956 model D, black and red; £95; in very good condition indeed and very smart.

**L. STEVENS**, Ltd., 147-151, Goldhawk Rd., Shepherd's Bush, W.12. Tel. Shepherd's Bush 1154. [C1151]

**ROWLAND SMITH'S** for Lambretta.

New models in stock.

FREE tax and insurance with second-hand scooters.

125 cc.—Lambretta, April, 1957, 150cc LDB, off white and red, windshield, pillion, luggage carrier, one owner, 5,406 miles, choice of 3; terms, exchanges.—Rowland Smith, below—

89 cc.—Lambretta, 1955, 150cc LD pillion, screen, carriers, etc., one owner; choice of six Lambrettas; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

**PANKHURST OF HAMMERSMITH**—

1956 model LD, 2-tone, exceptional condition; £129; all new models immediate delivery; terms, exchanges; open till 8 p.m. every week-day.—317, Kings St., W.6. Riverside 1401. [C1136]

**MATTHEWS OF STOCKWELL**, Ltd., 55, Stockwell Rd., S.W.9.

1957 Lambretta LD150, 2,000 miles only, many extras; £139.

We have a very large selection of new and used scooters, immediate delivery; Bicycles in part exchange, your cycle could be your deposit.—Brixton 6555. [C1122]

AT 276-3 Brixton Hill      One Price

Continued in next col.

**S**PEEDWAY OF ACTON, largest Lambretta stockists in Great Britain; all spares and accessories; same day cash—314, Uxbridge Rd, W Ux. Accor. 5071-2

**S** SPEEDWAY OF ACTON, largest Lambretta stockists in Great Britain; all spares and accessories; same day c.o.d.—314, Uxbridge Rd., W.3. Acorn 5031-2. (S1121/F

B.S.A., '54, 500 s.v., teles., new '58 Raven D/A sal. B.S.A. ch. \$1299 10  
B.S.A. '55, 500 s.v., new '58 Raven D/A sal. B.S.A. ch. \$1299 10

[illegible]

**MODERN TWINTAIL STYLED ALL FIBERGLASS**

BODY, DU-COLOUR FINISH, 150 C.C. VILLIERS  
ENGINE, 12-VOLT LIGHTING AND ELECTRIC START-  
ING, 50-55 M.P.H., 110 M.P.G. DELIVERY FROM STOCK.  
£184/12/6 CASH PRICE

**NEW THREE-WHEELERS AT 275 HIGH ST., ACTON**

A.C. Petite, 350 c.c. saloon.....	£390	0	0
BOND, 197 c.c. 4½-seater de luxe, Mark D.....	£334	0	0
BOND, 197 c.c. 3-seater, Mark E.....	£379	10	0
B.M.W. Isotta, 200 c.c.....	£282	10	0

HEINKEL	Cabin Cruiser, 174 c.c.	1934	17
HEINKEL	Cabin Cruiser, 204 c.c.	1937	18

MESSERSCHMITT KR 200 de luxe.....	£239 18
MESSERSCHMITT Convertible.....	£239 18
RELIANT, 7 h.p. saloons and tourers, from.....	£433 9

**NEW CARS at 276-B BRIXTON HILL**

**Why not Exchange your comb. for Ford, Morris or Austin  
Saloon or Van? Write for exchange Allowance by return  
Earliest delivery**

## NEW COMBINATIONS

**We have one of the largest selections of new combinations in Great Britain. Any make or model of sidecar to fit any**

as deposit or part deposit, on new outfit, with or can be  
top exchange allowance.

## NEW SIDECARS

**& Watsonian. Fitted Free.**

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29 MAY, 1958

# THE MOTOR CYCLE

(Supplement ix) 24

## LAMBRETTA SPARE PARTS

**PAIMERS** for Lambretta spares and service.—81 Stanley Rd., Teddington. Molesey 1646. [S1003]  
**Genuine Lambretta** spares, 125/150; prompt c.o.d.—R. Mallaby & Co., 144, Micklegate, York. 24017. [10073/R]  
**MOORES OF TOTTENHAM** for genuine Lambretta spares and accessories.—649-653, High Rd., Tottenham, N.17. Tel. Tottenham 2440. [0161/R]  
**CLARKE MOTORS**, Lambretta spares and service. Lambretta trained mechanics, all repairs.—265, Mare St., Hackney, E.8. Amherst 3523. [0237]  
**GODFREYS, Ltd.**, for special Lambretta service, spares, factory trained mechanics, all special tools; 7 depots in the London area.—See display advertisement. [S1052/R]  
**ASTON AUTO MOTORS OF BIRMINGHAM**.—Comprehensive range Lambretta spares and accessories; trade and retail; prompt c.o.d.—172-177, Aston Rd., Birmingham, 6. Aston Cross 3201-2. [0498/R]

## MAICO

**MAICO (GREAT BRITAIN), Ltd.**, 81a, Gloucester Rd., S.W.7. Tel. Fremantle 4519-8. Spares and workshop; 23, Astwood Mews, S.W.7. Tel. Fremantle 5514. Sole concessionaires U.K. for Maicoletta 247cc and 275cc super scooter and Maicomobil 197cc, totally enclosed. All spares from stock. [10602/R]  
**CELTIC MOTORS, Ltd.**, for your new Maico Typhoon 400cc twin, immediate delivery, all colours. Terms and exchanges, genuine after-sales service.—57, East Hill, Wandsworth, S.W.18. Vandyke 5651. [10065]  
**GODFREYS, Ltd.**—Appointed dealers all depots, including Leytonstone, E.11. See display advertisement. [C1052/R]  
**MAICOLETTA 250 Scooter 1957**, 7,000 miles, as new. Terms, terms, exchanges.—Edwards Motors, Taunton, Somerset 2943. [C1078]  
**SPEEDWAY OF ACTON** for immediate delivery, all colours, all models.—310, Uxbridge Rd., Acton, W.3. Acton 5051-2. [1121]  
**SCUMBOES OF NEASDEN!!!** for your new Maico; terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3555—3 lines. [C1115]  
**EARLY deliveries** of these models are usually possible if you order now through Rick Lancaster, 55, Watgate Drive, Blackpool, Tel. 24720. [0147]  
**CELTIC MOTORS, Ltd.**, for your new Maicoletta or Maico Mobil; immediate delivery from stock; demonstration models available. Terms and exchanges, genuine after-sales service.—57, East Hill, Wandsworth, S.W.18. Vandyke 5651. [10026]  
**CLAUDE RYE**—Immediate delivery new Maicos, choice of colours; terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R]  
**THE north eastern's largest distributors**; we can definitely give immediate delivery 250 and 277 Maicoletta, Maicomobil and 400 Taifun motor scooter.—Ken Blakey, 58, Anlaby Rd., Hull 16420. [0026/R]

## MATCHLESS

**MATCHLESS MOTOR CYCLES**, Plumstead Rd., S.E.18. Tel. Woolwich 1223. [C1018/R]  
**JOHN SURTEES**, West Wickham, Kent, for your Matchless.—Spring Park 3700. [C1145]  
**MATTHEWS OF STOCKWELL, Ltd.**, 55, Stockwell Rd., S.W.9. [C1119]  
**1953** Matchless G80, 500, swinging arm, excellent; £119. [C119]  
**1956** Matchless G15L 350, swinging arm, as new; £159. [C159]  
**1955** Matchless G15L 350, swinging arm, immaculate; £149.—Brixton 6555. Terms and exchanges. [C1122]  
**HARRY NASH**—Ride 1958 models away in 1 hour; 12 months' h.p., any exchanges. [C1090]  
**H**—Nice selection of high-class used models.—391, King St., Hammersmith, W.6. Riv 2837-8. [C1090]  
**ARCHER OF ALDERSHOT** for Matchless, etc., spares and service.—Victoria Rd., Tel. 323. [C1063/R]  
**PUTNEY AUTOS** for your new Matchless; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186. [C1138/R]  
**SCUMBOES OF NEASDEN!!!** for your new Matchless; terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3555—3 lines. [C1115]  
**WHITTAKERS OF BLACKPOOL** for your new Matchless, immediate delivery from stock.—Oulton St., Blackpool, Tel. 24828. [C1139]  
**WHITBYS OF ACTON**—New models in stock; exchanges, h.p., spares.—263/273, Acton Vale, London, W.3. She. 3555 (Showrooms; She. 6785 (Spares). [C1129/R]  
**CLEARANCE offer!!!**—Brand new and unregistered 1957 G80S £220 (listed £247/12), maker's guarantee.—Whitbys, 273, The Vale, Acton, W.3. Shepherds Bush 5355. [C1128]

## MATCHLESS WANTED

**ROWLAND SMITH'S**, the Matchless buyers.—Hampton Road High St., London, N.W.3. Ham. 6041. [W1114/R]  
**CLAUDE RYE** urgently require all models, get our price list first! H.p. accounts settled, we pay cash.—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R]

# LAMBOR & ROO LTD

**MOTOR CYCLES  
SCOOTERS  
3-WHEELERS**

**THIRD DEPOSIT  
24 months to pay  
Written Guarantee**

## A SELECTION FROM 750 BARGAINS

### SOLOS

'67 **TRIUMPH** T110 650 Twin, Q.D. wheel, s/a/m, 1 enthusiastic owner, 5,000 miles, blue/cream... £230  
 '67 **B.S.A.** A7 500 Twin, black, enc. chain, s/a/m, absolutely faultless, 5,000 miles, 1 owner... £225  
 '67 **R. ENFIELD** 500 Twin, maroon, twin front brake, s/a/m, parking cogd., 3,000 miles only. Bargain at... £190  
 '67 **B.S.A.** A7 500 Twin, s/a/m, enc. rear chain, maroon, many extras, 16,000 miles, perfect... £180  
 '67 **TRIUMPH** T110 650 Twin, Q.D. wheel, s/a/m, metallic blue/black finish, superb cond., excel. motor... £180  
 '67 **B.S.A.** B31 350 chv, maroon, s/a/m, enc. chain, many extras. Superbly maintained, 12,000 miles... £150  
 '67 **ARIEL** NH 350 chv, s/a/m, maroon, full width hubs, enc. chain, low mileage. Really smart... £150  
 '67 **MATCHLESS** G80S 500 chv, d/sent, s/a/m, excellent black/chrome finish. One of a large selection... £130  
 '67 **B.S.A.** B53 500 chv, d/sent, s/a/m, screen, carrier, headlights, nice cond. Choice of two at... £130  
 '67 **TRIUMPH** 5T 500 Twin, d/sent, s/a/m, s/hub. Complete overhaul and repsey by us. Looks new, recommended... £130  
 '67 **J.B.** 163S 350 chv, d/sent, s/a/m. Very smart machine. One of four in stock... £120  
 '67 **F. BARNETT** Falcon 197 c.c., d/sent, s/a/m, superb Arden Green finish. 1 owner, 8,000 miles only... £110  
 '67 **F. BARNETT** Cruiser 225 c.c., d/sent, s/a/m, many extras, excellent cond. Choice of four... £95  
 '67 **TRIUMPH** Tiger Cub 200 chv, s/a/m, d/sent. Very smart, peppy little machine, reasonable mileage... £90  
 '67 **B.S.A.** C11 200 chv, s/a/m, d/sent, screen. Many of these popular little mounts from... £80  
 '67 **ARIEL** Colt 200 chv, s/a/m, d/sent, fully equipped... £80  
 '67 **B.S.A.** Bantam 125 s/a/m, d/sent, excellent condition. Large range of Bantams from 1933 onwards... £55

## PART EXCHANGE

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Existing H.P. accounts settled

### COMBINATIONS

'66 **MATCHLESS** G11 600 Twin, 1/4hds, carrier, 7,000 miles; Swallow Viscount c/dadit full-door saloon. Excellent mechanically and in appearance... £298  
 '66 **A.J.S.** M11 30 600 Twin, s/a/m, screen, 1/4hds, low mileage; matching Wat. Maxstoke large c/a saloon on V.G.21 sprung chassis. As new... £288  
 '66 **B.S.A.** Golden Flash 650 Twin, except, low mileage; 1958 Swallow Vulcan c/dadit saloon on Velver chassis with brake. Immaculate... £280  
 '67 **TRIUMPH** T110 650 Twin, s/a/m, alloy head, d/sent, Avon fairing, Wat. Monarch single-str. sports, s/a/m chassis, h/car brake. An enthusiast's ideal... £280  
 '67 (reg.) **PANTHER** M11 100 600chv, s/a/m, Avon fairing, panniers; 1958 Swallow Viscount c/dadit saloon on sprung chassis. Showroom condition... £270  
 '67 **VINCENT** Black Shadow 1,000 c.c., Girderole sprg. 150 m.p.h. speeds; Steib single-ender sports s/a/m; hydraulic brake, spt. wheel. Magnificent sports outfit... £260  
 '67 **SUNBEAM** 87 500 chv, shaft-drive, twin, s/a/m; Wat. Maxstoke, c/dadit sal., spt. wheel, s/a/m brake. Matching in green. Excellent condition... £150  
 '67 **PANTHER** M11 100 600 chv, dovry forks; Watsonian Maxstoke on V.G.21 chassis. Mechanically sound. Good appearance. A real bargain at... £110

### SCOOTERS AND MOPEDS

'66 **NSU** Quickly 49 c.c., speedo, screen, pannier bag. Just one of our large collection of Mopeds... £35  
 '67 **B.S.A.** Dandy 70 c.c. Lightweight scooter, blue, smart economical machine. Choice of three... £20  
 '67 **VESPA** Gran Sports 150 c.c., 4-speed, d/sent. A very popular scooter. Excellent condition... £98  
 '67 **LAMBRETTA** LD 150 c.c., battery lighting, p/um screen, spare wheel, many extras. Many other Lambrettas in stock... £120

## 250 NEW MODELS

**SPARES AND ACCESSORIES**  
Full range of Accessories for motor cycles and scooters.  
**APPOINTED SPARES STOCKISTS FOR A.J.S., LAMBRETTA, MATCHLESS AND SUNBEAM.**

**"MOTOR CYCLE HOUSE"**  
**EAST HILL S.W.18**  
**NEAR CLAPHAM JUNCTION**

**BAT 2252. Hours: 9 a.m.-7 p.m. Sat. 6 p.m.**  
**SPECIAL SCOOTER SHOWROOM:**  
**297 Lavender Hill, Clapham Junction**

## MATCHLESS WANTED

**GEORGE CLARKE** pay most for Matchless.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]  
**WE** pay £10 more for Matchless; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m. 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

## MATCHLESS SPARE PARTS

**JOE FRANCIS MOTORS, Ltd.**—100% Matchless spares. C.O.D. and exchange service. [C1074]  
**340** Footscray Rd., New Eltham, S.E.9. Witham 1373. [0174]  
**CLAUDE RYE, Ltd.**—Matchless spares specialists.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]  
**CLAUDE RYE, Ltd.**—Large stocks of spares for post-war and ex-W.D. models.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/H]  
**OSGOOD & COATES, Ltd.**—Matchless specialist; spares and repairs.—781-5 Old Kent Rd., London, S.E.15. New Cross 0513. [S1094]  
**GUS KUHN**—Genuine Matchless spares stockists.—275, Clapham Rd., S.W.9. Brixton 5604 and 9435. Prompt c.o.d. by return service. [C1035/R]  
**HOE STREET GARAGE, Ltd.**—Genuine spares; c/enter; c.o.d. trade.—414, Hoe St., W.17. Tel. Cop. 1710. [0275]  
**O'NEILL BROS., Ltd.**—All post-war spares in stock, also Burman, Amal, Lucas, full postal service, trade supplied.—The Broadway, N.W.9. Hendon 8629. [S1179]  
**ELITE MOTORS (TOOTING), Ltd.**, 851-951, Garsia Lane, Tooting Broadway, S.W.17. Batham 1200.—Vast range of Matchless spares. Call or sent C.O.D. [S1169/R]  
**KAYS OF EALING, Ltd.**—Matchless spares stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R]  
**PUTNEY AUTOS**—Genuine spares for post-war models; also genuine Burman gear box spares; 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6887. [S1138/R]  
**C.O.D.** and service units, £10,000 spares in stock.—Rapids, 64-74, Godstone Rd., Whyteleafe, Surrey. Upl. 0895 and 259-269, Haydens Rd., Wimbledon, S.W.19. Cherrywood 3202-3. [S1162/R]  
**GODFREYS, Ltd.**—Matchless and Burman spares stockists; c.o.d.—226-234, London Rd., Croydon, Cro. 3641-3. 208-210, Great Portland St., W.1. Eua. 4632-4. 418, Romford Rd., Forest Gate, E.7. Gra. 1234-5. 220, Barking Rd., E. Ham. Gra. 8088. 94-95, High Rd., Tottenham, Sta. 5656. [S1052/R]

## MATCHLESS SERVICE

**£2/10.**—Matchless tanks, stoved, lined, originality guaranteed, tank reconditioning, 1,000 service tanks.—Malcoms (Enamellers), Monmore Green, Wolverhampton. [7864]

## MOTO-GUZZI

**K.V.P. MOTORS, Ltd.**—Zigolo 8cc in stock; £109/19/6; terms.—Central Parade, Gunnersbury Lane, W.3. Arcan 6005. [C1068]  
**PRIDE & CLARKE**, main agents 98cc Zigolo super sports; £108/19/6; £4 deposit immediate acceptance; 24 monthly payments; tax and insurance included in terms; exchanges; catalogue free.—158, Stockwell Rd., S.W.9. Bri. 6251. [C1098/H]

## M.V.

**MV DISTRIBUTORS, Ltd.**, Regent House, 235, Regent St., London, W.1. [0084/R]  
**COMERFORDS** for M.V., new and second-hand.—Thames Ditton, Surrey.—Emb. 5531 (6 lines). [C1006]

## NORMAN

**RENNOS**—Real bargain, 1955 Norman 150cc swinging arm, telescopic forks, dual seat; £75/9s.  
**RENNOS**—Value, 1952 Norman 98cc, telescopic forks, one owner; 399s.—217, Hornsey Rd., London, N.7. Arc. 5388. [C1104]

## NORMAN SPARE PARTS

**YOUNG'S**—Complete stocks; prompt despatch.—20-32, Tooting Bec Rd., London, S.W.17. Bal. 7791. [S1134/R]

## NORTON

**NORTON MOTORS, Ltd.**, Bracebridge St., Birmingham. [0091/R]  
**SPORTSMO OF SOUTHALL**  
**1954** Norton 88 sw. arm; £135.  
**70**—72, The Green, Southall, Southall 6229. [C1069]  
**PANKHURST OF HAMMERSMITH**—  
**1954** Dominator 88, superb condition; terms, exchanges; open 'til 8 p.m. every week-day.—517, Kings St., W.6. Riverside 1401. [C1136]  
**JOHN SURTEES**, West Wickham, Kent, for your Norton.—Spring Park 3700. [C1145]  
**ARCHER OF ALDERSHOT** for Norton, etc., spares and service.—Victoria Rd., Tel. 323. [0066/R]

AT 276 278 BRIXTON HILL, S.W.2

**AT 275/279 HIGH ST., ACTON, W.3**

275 Main St., Astor, W.S. 6543

# CLAMFIELD LAWRENCE

**NORTH LONDON'S LEADING DEALERS**

A FINE SELECTION OF NEW and USED MOTOR CYCLES, etc.

**AT FINCHLEY**

YOUR EXTRA SAFEGUARD

**6 MONTHS' GUARANTEE**

on all used machines advertised.

USED SOLOS	Cash Price
NORTON, 1957, E20 500 c.c. O.H.V. single, swinging arm, dual seat, black and chrome, low mileage. Excellent throughout.	£189
R.A.L., 1956, A10 500 c.c. Golden Flash, black, swinging arm, dual seat, windshield, legshields, crashbar. Only one owner.	£189
MATCHLESS, 1957, G13LS 350 c.c. O.H.V., swinging arm, dual seat, very smart black and chrome. Excellent value at.	£179
MATCHLESS, 1955, G508 500 c.c. O.H.V., swinging arm, dual seat, maroon and chrome, good tyres. Excellent mechanically and in appearance.	£139
FRANCIS-BARNETT, 1956, Cruiser 225 c.c., swinging arm, dual seat, panniers, green finish. Excellent throughout.	£115
R.A.L., 1956, C12 250 c.c. O.H.V., swinging arm, dual seat, maroon and chrome. A very popular model.	£110
A.J.S., 1956, Model 30 500 c.c. "Spring Twin", swinging arm, dual seat, black and chrome. Very nice condition.	£109
R.A.L., 1955, C11G 250 c.c. O.H.V., spring frame, pillion seat, maroon and chrome. Exceptionally smart appearance. Good engine and tyres.	£79

**THIS WEEK'S SPECIAL BARGAIN:**

ROYAL ENFIELD, 1956, Clipper 250 c.c. O.H.V., swinging arm, dual seat, maroon. Excellent value at.

**USED COMBINATIONS**

TRIUMPH, 1955, T110 500 c.c. Twin, swinging arm, dual seat, with Garrard "Grand Prix" Super Sports sidecar. A potent and impressive outfit.

PANTHER, 1952, Model 100 600 c.c. O.H.V., windscreen, legshields, with large double adult Watkinson Warwick miss sidecar. A potential yet economical outfit. Ideal for the family man.

**IMMEDIATE HIRE PURCHASE TERMS. 1st DEPOSIT. BALANCE OVER 2 YEARS. EXISTING H.P. ACCOUNTS SETTLED.**

**USED SCOOTERS**

VESPA, 1957, "Continental" 150 c.c., only 50 miles.

LAMBERTA, 1957, LDB 150 c.c., grey/blue finish, lavishly equipped with windshield, carrier, spare wheel, bumpers, etc. Really beautiful condition.

VESPA, 1957, 125 c.c., red finish, with windshield, dual seat, drive shield protectors, only 690 miles. As new.

YEMORE, 1957, 125 c.c., 3-speed preselector gearbox, comprehensively equipped with windshield, pillion, spare wheel, panniers, only 2,700 miles.

VESPA, 1956, 125 c.c., grey finish with windshield, dual seat and rear carrier. Excellent condition.

VESPA, 1955, 125 c.c., grey and red, windshield, dual seat and rear carrier.

R.A.L., 1957, Dandy 70 c.c., lavender grey, speedometer, low mileage, one owner.

**IMMEDIATE DELIVERY OF NEW 1988 RELIANT-LETTA-BOND**

**USED THREE-WHEELERS**

RELIANT Regal, 1957, Mark III Hardtop saloon, blue/grey, low mileage.

RELIANT Regal, 1957, Mark III coupe, red. Excellent.

RELIANT Regal, 1955, Mark III coupe, green finish, new engine fitted.

**PART EXCHANGES, MOTOR CYCLE, SCOOTER, MOPED, 3-WHEELER OR CAR. POSTAL ENQUIRIES WELCOMED.**

**FINCHLEY**

407-419 HIGH ROAD, N.12

(Corner of N. Circular & Gt. North Rd.)

FINCHLEY 0091-5 (Open 9 - 7 daily)

CARDIFF • BRISTOL

## NORTON SPARE PARTS

ELEANOR MOTORS—Full range Norton spares, cash or 24-hour c.o.d.—265, Mare St., Hackney, E.8. Amherst 5134. [0249]

GODFREYS, Ltd., Norton spares stockists: c.o.d.—226-234 London Rd., Croydon. Cro. 3641; and 220, Barking Rd., E.6. Gra. 6088. [81052/R]

CLAUDE RYE, Ltd.—Large stocks of spares for pre-war and ex-W.D. models: list free.—895-921, Fulham Rd., S.W.6. Renown 6174. [81105/L/R]

KAYS OF EALING, Ltd., Norton spare parts stockists. Trade supplied, quotations of c.o.d. lane by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [81075/R]

GUS KUHN MOTORS invite you to try us for your genuine Norton spare parts.—275, Clapham Rd., Stockwell, London, S.W.9. Tel. Brixton 5604 and 9435. Prompt c.o.d. by return service. [0132/R]

## N.S.U.

HUMPHREYS  
HUMPHREYS N.S.U. Distributors for North London. Immediate delivery. Super Max, Prima Scooter and Quickly; full range of Quickly and Prima spares, counter or c.o.d.—Humphreys, Ltd., 222, Hampstead Rd., N.W.1. Euston 5326 Sales and Euston 5336 Spares. [C1058/R]

ELEANOR MOTORS for N.S.U. terms, exchanges.—265, Mare St., Hackney, E.8. Amherst 5134. [0235]

WHITBYS—Grand display N.S.U. Prima and Quickly.—273, Acton Vale, London, W.3. She. 5355. [C1128/R]

CLAUDE RYE—Immediate delivery new 5 Star C Prima, choice of colours; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

SLOCUMBES OF NEASDEN!!! for your new N.S.U. Primas, etc.; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3553—8 lines. [C1115]

## PANTHER

ROWLAND SMITH'S for Panther.

NEW models in stock; terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

SLOCUMBES OF NEASDEN!!! for your new Panther; terms and exchanges.—237-271, Neasden Lane, N.W.10. Gladstone 3555—8 lines. [C1115]

WHITTAKER'S OF BLACKPOOL for your new Panther; immediate delivery from stock; also all types of sidecars.—19, Cookson St., Blackpool, Tel. 24828. [C1139]

RAPID MOTORS.—Every Panther available from stock, including model 35 250 twin; largest distributors in the country.—269, Haydon Rd., Wimbledon, S.W.19. Che. 3202-3, and 70-74, Godstone Rd., Whyteleafe, Surrey Uplands 0895. [C1162/R]

## PANTHER WANTED

GEORGE CLARKE ray most for Panther.—278 Brixton Hill, S.W.2. Tulise Hill 3211. [W1019]

ROWLAND SMITH'S the Panther buyers.—Hav-steam High St., London, N.W.3. Ham. 6041. [W1114/R]

WE pay £10 more for Panther; H.P. accounts settled, cash balance immediately: we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2387. [W1059]

## PANTHER SPARE PARTS

GEO. CLARKE, Ltd., largest stockists in England; c.o.d. by return.—73, New Park Rd., S.W.2. Tulise Hill 3211. [81019/R]

PANTHER spares, c.o.d. by return, nearest agent to Panther works.—Newton Motors, 397, Manchester Rd., Bradford 29719. [7582]

JOLLY & KNOTT, Panther spares specialists, largest stock in London; c.o.d. by return.—Please note our new address: 23, Loampt Hill, Lewisham, S.E.13. Tideway 4261. [81065/R]

C.O.D. 24 hours service, largest spare stockist in Great Britain, this is fact, not fiction; exchange units in stock.—Rapid, 259-269, Haydon Rd., Wimbledon, S.W.19. Cherrywood 3202-3. [81162/R]

## PARILLA

CLEARANCE offer!!!—One only brand new and unregistered 1957 Parilla, 150cc scooter, £125 (listed £175), maker's guarantee; terms.—Whitbys, 273, The Vale, Acton, W.3. Shepherds Bush 5355. [C1128]

## PEUGEOT

CLEARANCE offer!!!—One only brand new 1957 Peugeot, 150cc scooter, £155 (listed £184), maker's full guarantee; terms.—Whitbys, 273, The Vale, Acton, W.3. Shepherds Bush 5355. [C1128]

## PHOENIX

ROWLAND SMITH'S for Phoenix.

NEW and demonstration models in stock, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

G.H. CYCLES, Harrow Weald, 429, High Rd., Harrow 6858 Phoenix main dealers. [0119]

# CLAMFIELD LAWRENCE

**NORTH LONDON'S LEADING DEALERS**

A FINE SELECTION OF NEW and USED MOTOR CYCLES, etc.

**AT HIGHBURY**

YOUR EXTRA SAFEGUARD

**6 MONTHS' GUARANTEE**

on all used machines advertised

USED COMBINATIONS	Cash Price
1956 TRIUMPH GT Thunderbird 550 Twin, with Garrard 890 convertible, Mark 3 chassis, lavishly equipped. A luxury outfit.	£293 0
1951 B.S.A. 21 600 S.V., screen, with Buzman all-metal 2-seater saloon.	£139 10
1952 ARIEL Square 4, 1,000 c.c., a 5-walloy 2-adult sal.	£189 10
1951 ARIEL "KH" 600 O.H.V., screen, dual seat and B.S.A. sports tourer sidecar.	£99 10
1952 B.S.A. A7 500 Twin, Maxitoke 3-seater saloon.	£149 10
1951 TRIUMPH 77 Speed Twin 500, Swallow full-door 2-seater saloon.	£149 10
1951 B.S.A. A10 550 Flash, fairing, large 2-stk. sal.	£159 10
1956 VESPA, dual seat, battery lighting, screen, carrier, spare wheel, with tradesman's sidecar platform.	£140 0
1952 ARIEL VH 500 O.H.V., spr., screen, pillion, with large 2-seater saloon.	£139 10
1958 NORTON Big 4 600 S.V., dual seat, Streamline child/adult saloon.	£139 10
1953 JAMES Captain 197 c.c. legshields, dual seat, screen, with Watkinson Windsor lightweight sc.	£120 0
1953 B.S.A. M.21 600 S.V., screen, dual seat, with Swallow Comet 2-seater saloon.	£159 10
<b>IMMEDIATE H.P. TERMS.</b> 1st deposit, instalments over 24 months. Part exchange, H.P. accounts settled.	

**RELIANT 3-WHEELERS.** Cars, Vans. London Distributors. Sales, Service, Spares.

Special postal service for out-of-town customers. SPARES: C.O.D. 24 hours. Motor cycles, etc. Our Mail Order Department ensures no delay in getting your machine on the road.

**USED SCOOTERS**

1957 VESPA 150. New, reduced to.

1955 LAMBERTA LD 150, screen pili., sp/wheel.

1955 LAMBERTA LD 125, scr., sp/wheel, carrier.

1956 PROGRESS 175, screen. Superb condition.

1956 LAMBERTA LD 150, screen, carrier, etc.

1957 PIATTI 125, cream, d./seat, sp/wheel, carrier.

1957 DAYTON "Albatross" 225, fully equipped.

1956 BELLA 200, self starter, maroon.

**USED SOLOS**

1958 B.S.A. A7 500 twin, swing arm, under 2,000 miles. As new.

1956 B.S.A. A10 Flash 650, swing arm. immaculate

1954 ROYAL ENFIELD 250 Clipper, d/seat, pann., frames

1957 B.S.A. D3 Bantam 150, legshields, d/seat, screen

1954 FRANCIS-BARNETT Falcon 150.

1957 B.S.A. D3 150, scr., d/seat, pann., legshields

1956 B.S.A. Quickly de luxe.

1957 HER-CU-MOTOR 49 c.c.

1955 TRIUMPH T.100, Excel.

1953 B.S.A. B.31 350 c.c., dual seat, etc.

1952 B.S.A. B.31 350

1956 VESPA 150 600 S.V.

1953 PANTHER 350 O.H.V.

1953 JAMES Captain 197.

1956 FRANCIS-BARNETT Plover 150.

1953 B.S.A. C11 350 O.H.V.

1952 A.J.E. 350 O.H.V.

1952 NORTON Big 4 600 S.V.

1949 B.S.A. C11 250 O.H.V.

**THIS WEEK'S SPECIAL REDUCTION**

1955 JAMES "Captain" 197 c.c., screen, dual seat. Excel.

**BERKELEY SPORTS CARS**

See and try this amazing "Junior Sports Car" USED MODEL FOR SALE.

1957 BERKELEY, green, Excelior engine. Exc. cond. £450 0

**HIGHBURY**

23-32 HIGHBURY CORNER, N.3

NORTH 2791 (Open 9-6 daily)

PORTSMOUTH • SWANSEA



## PIATTI

PIATTI, Loxhams Motor Cycle House; exchanges, h.p. terms.—Tel. 4342 Preston. (0049/R)

MEIKEN'S Shannon Corner, New Malden, for immediate delivery of the real value-for-money scooter (the all-British Piatti); lists, tuition, lowest h.p.—Tel. Malden 3110. (C1203)

CLEARANCE offer!—One only brand new and unregistered 1957 Piatti, de luxe model scooter. £120 (listed £140/6/11), maker's guarantee; terms.—Whitby, 275, The Vale, Acton. W.3. Shepherds Bush 5355. (C1128)

## PUCH

FOR Puch scooters and motor cycles.—Write for the name and address of your nearest dealer to: S.O.E. Concessionaires for the British Isles.—Ryder's Autoservice 215-217, Knowsley Rd., Bootle, Liverpool 20. (0521/R)

CLEARANCE offer!—One only brand new and unregistered 1957 Puch model scooter, £120 (listed £165), maker's guarantee.—Whitby, 275, The Vale, Acton. W.3. Shepherds Bush 5355. (C1128)

## RACING MOTOR CYCLES

PANKHURST OF HAMMERSMITH:—

MASERATI 50cc road racer, full racing trim, brand new; £112/5/6; terms, exchanges; open 'til 5 p.m. every week-day.—517, Kings St., W.6. Riverside (401) (C1136)

ERIC OLIVER offers replica of his Norton 88 Watsonian Monaco T.T. racing outfit for prompt delivery; your present machine taken in part exchange; hire purchase available.—99, London Rd., Staines, Tel. 3753. (C1022)

WORLD champions Ove Fundin (1956) and Barry Briggs (1957) rode Jackson-Rotrax speedway machines manufactured by us, largest stockists of J.A.F. racing engines and spares in G.B.; retail, wholesale, export.—Alec Jackson Motor Export, Ltd., 1006, Harrow Rd., London, N.W.10. Ladbroke 2792. (C1066/R)

!!! Gray's Tottenham.—189cns, super sports job with full road equipment! Genuine 1956 350 B.S.A. Gold Star, polished motor, big bore Amal, nursed by one careful owner, low mileage, unworn tyres, smothered in chrome, superb performance; £67/9 deposit, £6/17/1 monthly, 100 others, terms, exchanges.—819-821, High Rd., Tottenham, N.17. Tel. 6594. (C1069)

## RACING MOTOR CYCLES SPARE PARTS

GODFREYS, Ltd.—B.S.A. special spares for trials and competition machines.—418, Romford Rd., E.7. Gra. 1254-5. (S1052/R)

H. L. DANIELL, the Norton expert, for Manx Norton spares service; c.o.d. by return.—65, Dartmouth Rd., Forest Hill, S.E.23. For. 5995. (0204/R)

O'NEILL PROS Ltd. Amal racing carburettor service, jets, needles, slides and spares for RN, GP, and TT cars. Full postal service. Trade supplied.—The Broadway, N.W.9. Hendon 6629. (S1179)

## ROYAL ENFIELD

ES MOTORS, Ltd.,

100% Royal Enfield specialists and main dealers.

OFFER full range of 1958 models including the new:—

CONSTELLATION 700cc Super Sports 50b.h.p.

METEOR Minor 500cc over square engine.

CRUSADER Airflow 250cc built-in protection.

SEVERAL brand new 1957 models available.

SEND for list of new and used models.

ES MOTORS, Ltd., 325, High Rd., W.4. Chl. 6369. (C1031)

ROWLAND SMITH'S for Enfield.

NEW models in stock

FREE Tax and Insurance with secondhand motorcycles.

235cns. Royal Enfield twin, 1956, 69cns o.h.v. Super Meteor combination, matching Watsonian 2-seater with brake, windshield, legshields, exceptional, terms, exchanges.—Rowland Smith below:

50cns. Royal Enfield 1950, 500cc o.h.v. combination, 2-seater saloon sidecar, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube) N.W.3. Ham. 6041. (C1114)

KINGSTON MOTOR CYCLES offer:—

THE comprehensive range of 1958 Royal Enfields for immediate delivery, terms, exchanges.—26-29, London Rd., Kingston-on-Thames. Tel. Kingston 2243. (C1073)

HAYEN, Ltd. main agents, part exchanges, terms, service and repairs.—182, High Rd., Ilford (0561) (0541)

1955 model Royal Enfield 250cc Clipper, excellent condition; price, 99cns.—Midland Detective Bureau 39, Tettenhall Rd., Wolverhampton. (7829)

WHITTAKER'S OF BLACKPOOL for new Royal Enfield; immediate delivery.—19, Cookson St., Blackpool. Tel. 24024 (C1110)

# ELITE

## MOTORS (TOOTING) LTD.

### 330 NEW 1958 MODELS MOTOR CYCLES

Model	Cash Price
AMBASSADOR Popular 150 c.c.	£194 15 0
AMBASSADOR Statesman 175 c.c.	£197 4 6
AMBASSADOR Supreme 250 c.c. Twin	£193 7 3
A.J.E. Model 10MC 350 c.c. Trials	£243 5 3
A.J.E. Model 18 350 c.c.	£235 13 3
A.J.E. Model 18S 350 c.c.	£247 12 7
A.J.E. Model 30 500 c.c. Twin	£281 6 3
A.J.E. Model 30 600 c.c. Twin	£298 15 11
ARIEL 200 c.c. O.H.V.	£155 5 2
ARIEL 250 c.c. Red Hunter Model NH	£230 15 9
ARIEL 300 c.c. Red Hunter Model VH	£237 0 0
ARIEL 400 c.c. Side Valve Model VB	£252 1 1
ARIEL 600 c.c. Hunter Model TW	£296 19 4
ARIEL 1,000 c.c. Square Four	£336 16 0
B.S.A. 125 c.c. Bantam	£109 5 11
B.S.A. 175 c.c. Bantam Super	£125 5 2
B.S.A. 250 c.c. Model C12	£165 5 11
B.S.A. 350 c.c. Model B31	£229 10 10
B.S.A. 500 c.c. Model B33	£236 8 1
B.S.A. 600 c.c. Side Valve Model M21	£253 3 8
B.S.A. 500 c.c. Model AT Twin	£257 12 2
B.S.A. 600 c.c. Shooting Star Sports Twin	£265 14 2
B.S.A. 600 c.c. Model A107W	£261 19 0
B.S.A. 680 c.c. Super Road Rocket Twin	£293 3 8
B.S.A. 300 c.c. Gold Star, Clubman's trim	£210 12 7

### HIRE PURCHASE TERMS

All machines listed here are for 1/3 Deposit, balance payable over 12, 18 or 24 months

Model	Cash Price
DUT 197 c.c. Model TDHX-4 Trials Model	£187 15 0
FRANCIS-BARNETT 147 c.c. Plover 78	£129 17 7
FRANCIS-BARNETT 197 c.c. Falcon 81	£159 13 7
FRANCIS-BARNETT 249 c.c. Cruiser 89	£185 15 0
JAMES Comet 84 c.c. 3-speed	£96 11 0
JAMES 130 c.c. Cadet 3-speed	£118 10 3
JAMES 175 c.c. Cavalier 4-speed	£149 14 0
JAMES 200 c.c. Captain 4-speed	£155 12 9
JAMES 250 c.c. Scout 4-speed	£180 17 9
JAWA 250 c.c. & 350 c.c. Twin models from	£176 10 7
MATCHLESS 350 c.c. Model G318	£233 18 2
MATCHLESS 500 c.c. Model G109	£247 12 0
MATCHLESS 500 c.c. Model G9 Twin	£247 12 0
MATCHLESS 600 c.c. Model G11 Twin	£288 15 11
MATCHLESS 600 c.c. Model G11CR Sports Twin	£299 8 0
NORTON 500 c.c. Dominator Model 98	£243 13 3
NORTON 600 c.c. Dominator Model 99	£249 14 0
TRIUMPH 200 c.c. Tiger Cub	£149 14 0
TRIUMPH 250 c.c. Tiger Cub Trials Model	£155 18 9
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TRIUMPH 300 c.c. Speed Twin	£253 4 11
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Model	Cash Price
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B.S.A. 78 c.c. Dandy 2-speed	£76 4 0
D.K.R. Dove, Pegasus and Delphin from	£108 12 0
DATTON 250 c.c. Albion Continental	£235 0 0
DUREOFF 200 c.c. Diana, all colours	£224 11 0
HEINKEL 174 c.c. Tourist Scooter	£219 0 0
ISO 150 c.c. 4-speed and dualcals	£175 14 0
LAMBERTA 125 c.c. Model LD	£149 17 2
LAMBERTA 150 c.c. Model LDR	£164 15 2
LAMBERTA 150 c.c. Model LDB	£170 10 0
LAMBERTA 150 c.c. Riviera, Mayfair from	£189 17 2
LAMBERTA 175 c.c. Model TV	£209 17 6
MAICOMEL 197 c.c. spare wheel, screen	£209 11 0
MAICOMEL 250 c.c. all colours	£227 0 0
N.S.V. 150 c.c. Prima	£201 3 8
T.W.E. 200 c.c. Contessa Twin	£230 15 0
VESPA 125 c.c. Standard stock from	£185 11 11
VESPA 150 c.c. Clubman Model	£185 11 11
VESPA 150 c.c. Model G.S. Sports	£194 17 1
ZUNDAPP 150 c.c. Bella Cruiser	£187 2 6
ZUNDAPP 200 c.c. Bella Model 203	£205 16 6

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Model	Cash Price
S.W. Isotta 300 c.c. Standard Model	£249 19 0
S.W. Isotta 300 c.c. Plus Model	£265 19 0
VORVA 300 c.c. Standard stock from	£259 19 0
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HEINKEL 204 c.c. Cabin Cruiser	£247 18 0
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A.L. 1955, AT 500 c.c. O.H.V. Twin, s/arn, springer.....	£359
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A.L. 1957, A10 650 c.c. O.H.V. de Luxe, s/arn, springer.....	£399
MARSHALL, 1957, G11 600 c.c. O.H.V. Twin, s/arn, sprg.....	£399
THOMPSON, 1957, 500 c.c. O.H.V. Sports Twin. Clean	£399
A.L. 1957, Road Rocket 650 c.c. O.H.V., rev. counter.....	£399
REYNOLDS, 1957, 98 600 c.c. O.H.V. Dominator de Luxe	£399
THOMPSON, 1956, 6T, 650 c.c. O.H.V. Thunderbird, Q.D. wheel	£399

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ARCHER OF ALDERSHOT for Triumph, etc., parts and service.—Victoria Rd., Tel. 325. (0365/R)

ALLAN JEFFRIES for expert attention.—120, Saltire Rd., Shipley 54271. (C1087/R)

COMERFORDS for Triumph, new and second-hand; send for list.—Thames Ditton, Emb. 5531. (C1067/R)

JOHN SURTEES, West Wickham, Kent, for Triumph.—Spring Park 5700. (C1145)

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ELEANOR MOTORS for Triumph, terms, exchanges.—265, Mare St., Hackney, E.8. Amherst 5134. (0516)

ERSKINE MOTOR CYCLES, main agents, most models and parts in stock.—Goldsworth Rd., Woking 4800. (0023/R)

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VESPA, 1953, 125 c.c. in pale green complete with windshield, rear carrier and spare wheel.....	£89
VESPA, 1954, 125 c.c. in light green and blue complete with windshield and spare wheel.....	£79
HERMES, 1957, 50 c.c., maroon and grey, 2-speed, complete with windshield and rear carrier, low mileage.....	£69
LANBRETTEA, 1956, Model D, 150 c.c., 3-speed, complete with windshield and rear carrier and spare wheel.....	£70
LANBRETTEA, 1958, 125 c.c. LD complete with windshield and rear carrier, colour grey blue.....	£89
D.E.W., 1957, Hobby de Luxe, 74 c.c., automatic gearbox, hand starter, pillion seat, maroon.....	£89
LANBRETTEA, 1955, 150 c.c. LD, complete with windshield, spare wheel, rear carrier, colour grey.....	£90
VESPA, 1956, Model 4212, 125 c.c., complete with windshield, spare wheel, dual seat, pillion rest.....	£100
LANBRETTEA, 1953, LDB, 150 c.c., complete with windshield, spare wheel, carrier, extension footboards.....	£100

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ZUNDAPP, 1955, Bella, 150 c.c., 4-speed footchange, wind- shield, pillion seat, colour maroon.....	£100
LANBRETTEA, 1956, Model LDB, 150 c.c., complete with windshield, spare wheel and carrier. Many extras.....	£120
ZUNDAPP, 1956, Bella, 200 c.c., 4-speed footchange, complete with windshield, rear carrier, green.....	£120
ZUNDAPP, 1956, Bella 150 c.c., electric starter, 4-speed footchange, complete with windshield, maroon.....	£120
FEUGROT, 1957, 150 c.c., 3-speed, with windscreen, pillion seat and spare wheel, two-tone grey.....	£120
N.S.U., 1956, Prima, 150 c.c., electric starter, complete with windshield, spare wheel and carrier, blue.....	£130
LANBRETTEA, 1957, LDB Mk. III, 150 c.c., complete with windshield, spare wheel and carrier, low mileage.....	£130
VESPA, 1956, Model Grand Sports, 150 c.c., 4-speed, complete with windshield and rear carrier.....	£140
DURKOPF, 1956, Model, Diana, 200 c.c., 4-speed footchange, complete with windshield, two-tone blue.....	£150
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B.W.W., 1957, Fecta, 250 c.c. saloon, 4-speed gears and reverse, self-starter, colour blue/grey.....	£290
HEINKEL, 1957, Cabin Cruiser, 174 c.c. O.H.V., complete with heater, spare wheel, bumper bars.....	£330

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**JIM ALVES** for 100% Triumph spares, service, parts, all models, exchanges; h.p.; insurance while you wait.—97, High St., Street, Som. Tel. Street 355. [C1250/R]

**J. J. DOUBLE (MOTOR CYCLE), Ltd.** 1958 Triumph agents; terms, spares, service, repairs.—809-811, High Rd., Goodmayes. Tel. Seven Kings 9744. [C1119/R]

**HARVEY'S** for your new Triumph; terms; part exchange; full spare stock; repair service for Triumphs only.—47, South Lambeth Rd., S.W.8. Rel. 6661. [C1058/R]

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**R** **ROWLAND SMITH'S**, the Triumph buyers.—Hamptstead High St., London, N.W.3. Ham. 6041. [W1114/R]

**S** **SMITH'S**, 66, Chalk Farm Rd., N.W.1. want Triumph.—Gul. 2767. [C1070/R]

**TRIUMPH** wanted by genuine private buyer, no dealers prices please, cash available.—30, Diamond Rd., Ruislip, Middx. Tel. Ruislip 5044. [7883]

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**WE** pay £10 more for Triumph; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2257. [W1039]

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**HARWOODS OF RICHMOND, Ltd.**—100% Triumph spares stockists; 1/2 min. Str. 2245. [C1060/R]

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**WHITBYS OF ACTON.**—All Triumph, Lucas, Amal spares.—265, Acton Vale, London, W.3. She. 6795. [S1128/R]

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**GODFREY'S, Ltd.** Triumph spares specialists; c.o.d.—226-234, London Rd., Croydon. Cro. 3641-3. 208, Great Portland St., W.1. Bus. 4632-4; and 410, Romford Rd., Forest Gate, E.7. Gra. 1234-5. [C1056/R]

## VELOCETTE

**VELOCE, Ltd.** Hall Green Works, York Rd., Hall Green, Birmingham, 28. Tel. Springfield 1145. [C1270/R]

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**NEW** models in stock.

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**L. STEVENS, Ltd.** 147-151, Goldhawk Rd., Shepherd's Bush, W.12. Tel. Shepherd's Bush 1154. [C1131]

**1953** LE Velocette 200cc, recon. engine, new Goode, 33c, Parsons Green, S.W.6. [C1055/R]

**LITTLEJOHN'S** main dealer, machines, spares, terms, exchanges.—2, Ruislip Rd., Greenford, W.3. [C1056/R]

**WHITBYS.**—Velocette enthusiasts; new and second-hand.—273, Acton Vale, London, W.3. She. 6795. [S1128/R]

**SLOCUMBS OF NEASDEN!!!** for your new Velocette; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—9 lines. [C1115]

**RAPID MOTORS** for all models and spares.—40, Haydon Rd., Wimbledon, Cherrywood 5208; and 70, Godstone Rd., Whyteleafe, Surrey. Uplands 0895. [C1162/R]

## VELOCETTE WANTED

**R** **ROWLAND SMITH'S**, the Velocette buyers.—Hamptstead High St., London, N.W.3. Ham. 6041. [W1114/R]

**WE** pay £10 more for Velocette; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sunday 11 a.m. until 5 p.m. Tel. Reading 2257. [W1039]

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**C.O.D.** 24 hours service huge stocks of spares, all models.—Rapids, 259-269, Haydons Rd., Wimborndon S.W.19. Cherrywood 3202-3. [S1162/R]

**GODFREYS**, Ltd., Velocette spares stockists; c.o.d.—226-254, London Rd., Croydon. Cro. 3641. And 220, Barking Rd., E.6. Gra. 8088. [S1052/R]

**O'NEILL BROS.**, Ltd.—Large stocks of spares, also B.T.H., Miller, Amal, full postal service; trade supplied.—The Broadway, N.W.9. Hendon 8629. [S1179/R]

**KAYS OF EALING**, Ltd., Velocette spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing. W.5. Eal. 2387. [S1075/R]

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**BRUCE LEWIN**, Ltd., terrific stocks Villiers spares.—17, Narborough Rd., Leicester. Tel. 5280. [0025/R]

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**RALPH PRICE**, of Woolwich, for Villiers spares and service.—77, Plumstead Rd., S.E.18. Woo. 3367. [0172]

**OLIVERS OF TOTTENHAM** for Villiers spares and service.—2, Bruce Grove, N.17. Tottenham 1975. [S1035/R]

**GLANFIELD LAWRENCE**, Villiers spares stockists.—407, High Rd., N. Finchley. N.12. Fin. 0991. [S1044/R]

**SPEEDWAY OF ACTON** for all Villiers spares; 24-hour c.o.d.—314, Uxbridge Rd., W.3. Acton 5031-2. [S1121/R]

**HOE STREET GARAGE**, Ltd.—Villiers engine and carburettor spares; c'ter c.o.d., trade.—414, Hoe St., W'store, E.17. Tel. Cop. 1710. [0277]

**CLAUDE RYE**, Ltd., Villiers specialists; comprehensive range, c.o.d.—895-921, Fulham Rd., London, S.W.6. [S1105/R]

**GATEHOUSE MOTORS**, Ltd., Villiers spares stockists; all parts c.o.d., by return.—196, Archway Rd., Highgate, N.6. Fitzroy 1666. [S1055/R]

**WHITBYS OF ACTON**—All Villiers spares and exchange units.—263, Acton Vale, London, W.3. She. 6765. [S1126/R]

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**MANCHESTER** official spares stockists and repairers of all types Villiers engines, s/cycle and industrial.—Parkin, 437, City Rd., Manchester, 16, Tra. 0669. [0258/R]

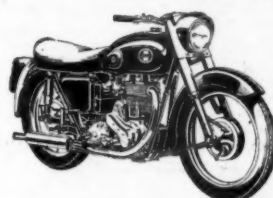
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**GODFREYS**, Ltd.—Villiers spares stockists.—226-254, London Rd., W. Croydon. Cro. 3641-2; 206, Great Portland St., W.1. Eus. 4632; 418, Romford Rd., Romford. Gra. 1234. [S1052/R]

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Also good selection of sports a/c's with Vincent engines.

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**1952 1000cc Rapide**, good condition, Swallow Commando single seat sidecar, Craven panniers, some spares: £175.—**Morris**, 61 St. George's Drive, Victoria, London. [7879]

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**115cc**—Vincent 1951 499cc Comet spring frame combination, Garrard occasional 2-seater, free tax and insurance; terms, exchanges, list; open weekdays and Saturdays.—**Rowland Smith**, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

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**VINCENTS**, Vincents, Vincents.

**WE** want to buy Vincents! Bring them to:—**UNITY MOTORCYCLES**, 1-3, Fulham High St., S.W.6. Renown 5759. [C1058/R]

**GEORGE CLARKE** pay most for Vincent.—**278 Brixton Hill S.W.2** Tulse Hill 3211. [W1019]

**HUMPHREYS, Ltd.** require post-war Vincents for cash.—**122, Hampstead Rd., N.W.1.** Euston 3326. [W1058/R]

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**WE** pay £10 more for Vincent; h.p. accounts settled, cash balance immediately; we pay your fare home.—**Ride It to Kingsway Motors**, 26-30, Caversham Rd., Reading. Open 9 a.m. to 3 p.m., 6 days. Sundays 11 a.m. to 5 p.m. Tel. Reading 2237. [W1039]

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**A. E. REYNOLDS, Ltd.**, offer by return, Vincent spares service.—**Berry St., Liverpool (Royal 1475).** [81106/R]

**MILLARS MOTORS (MITCHAM)**, Ltd.—Vincent spares stockists and distributors.—**363-5, London Rd., Mitcham.** Tel. Mitcham 0629. [C0131/R]

**CONWAY MOTORS** have the largest stock of Vincent post-war spares in the country; immediate attention to all post orders.—**Conway Motors, Ltd., 301-309, Goldhawk Rd., W.2.** Tel. (Spares) Riverside 5725. [81021/R]

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HUMPHREYS.—1954 Norton Dominator 99, superb condition; £159.  
HUMPHREYS.—1953 Enfield 500 twin, swinging arm, excellent condition; £99.  
HUMPHREYS.—1953 Norton Dominator with Avon s/c, superb outfit, £159.  
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[C1171]

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£249/10.—1957 Triumph 650cc Thunderbird s/arm s/c springer, with Swallow full-door c/a s/c, in matching grey, Avon windscreen, superb condition.  
£189/10.—1957 Panther 600cc s/arm springer, with Canterbury d/a saloon s/c, choice of 2, showroom condition.  
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FISHERS OF ACTON.—One-third deposit, balance 12, 18, 24 months.  
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**1956** Francis-Barnett 150cc, very good machine; £95.  
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**1956** James K12; £99.

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## MOTOR CYCLES MISCELLANEOUS

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**1954** 250 B.S.A. C11G 4-speed gear box, spring frame, £119.  
**1957** Triumph Tiger Cub, swinging arm, crash bar, etc., one owner, £125.  
**1953** 350 Velocette MAC swinging arm, one owner, only 7,000 miles since new, £145.  
**1946** 500 Triumph Speed Twin, bargain, £59/10.  
**EASY** terms, from 1/3rd deposit; part exchanges; h.p. protection plan.—39, London Rd., St. Albans 54474. [C1045]

**WATERS OF WELWYN GARDEN CITY offer:—**

**1956** N.S.U. Prima, fitted windscreen, spare wheel, rear carrier, finished in red, nice condition; £155/10.  
**1956-7** Triumph ST Speed twin, small mileage, fitted windscreen, leg shields, crash bar, rear pannier frames; £184/10.  
**1957** B.S.A. Dandy, nice condition; £59/10.

**1957** Bond 2-seater de luxe, 3,000 miles, immaculate; £222.  
**HERTFORDSHIRE**—Distributors for the amazing Unicar, demonstrations arranged; part exchanges welcomed.

**ONE-THIRD** deposit, balance over 2 years if desired; remember, for your new or used machines phone, write or call.—Waters, 30, Stonehills, Welwyn Garden City, Herts, Welwyn Garden City 5033.  
**OTHER** branches: Baldock, Hertford, Hatfield and Hemel Hempstead. [7884]

**DAWSONS** offer amazing value in clearance machines:—

**VELOCETTE** 1939-40 500cc MSS, a really nice machine; £27.  
**VELOCETTE** 1 1/2 twin, excellent order, engine overhauled; £36.  
**ARIEL** 1949 500cc twin, very clean, engine overhauled; £54.  
**NEW** Hudson 1947 motorcycle, just had £15 complete overhaul; £18.  
**ARIEL** 1949 350cc ohv, tele., very good; £45.

**ALL** terms entirely self-financed, one-third deposit, balance 12 or 18 months.—Dawsons Motors, Shakespeare St., Nottingham. Tel. 41181. [C1029]

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**H**—1955 Matchless G3LS 350, as new, £145; 1950 Ariel 350, tele., bargain, £49/10.  
**H**—1955 (April) Norton 88, beauty, £175; 1952 Sunbeam S8, grey, smart, nice engine, £79; 1954 Triumph T100, one owner, extras, bargain, £155.  
**H**—1952 (late) 197 Excelsior, bargain, £47; 1956 B.S.A. D3 Bantam Major, second engine, £79.  
**H**—1955 Bantam Major, perfect, £65; 1949 B.S.A. 250 ohv, extra nice, £49.  
**H**—1955 B.S.A. 350, choice of 5, £127; 1956 B.S.A. 350, careful owner, £152.  
**H**—1954 Vespa, beautifully kept, £69; 1956 Lambretta, 2-tone, extras, £59.  
**H**—1942 (Oct) B.S.A. A7 twin and B.S.A. 2-seater saloon, bargain, £115; 1954 (Sept.) Norton ES2 and Avon s/car, one owner, £159.  
**H**—HARRY NASH—24 months h.p., any vehicle exchanged—391, King St., Hammersmith, W.6. Riv. 287-8. [C1090]

**PETER BROWN MOTORCYCLES**, 6, Bromley Hill, Bromley, Kent, Ravensbourne 4812 and 6105.

**1955** B.S.A. G/Flash, fitted Canterbury c/a chair, brake wheel chassis, £227.  
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**1957** N.S.U. Prima, all extras, low mileage, one owner, new, £145.  
**1949** Sunbeam S8 springer, fitted Garrard c/a chair, taxed; £145.  
**1954** (model) A.J.S. 500 twin, fitted Fairing, taxed year; £159. [C1014]

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**£199**—1956 Norton Dominator 99, perfect throughout.  
**£152**—1956 A.J.S. 500cc 18S, s/arm, complete second engine.  
**£135**—1955 Ariel 350 c.c., s/arm, low mileage, very clean.

**£105**—1953 Ariel KHA 500cc twin, alloy engine, new tyres, very fast machine.  
**£99**—1953 B.S.A. B31 350cc springer, good tyres, exceptional appearance for year.

**£87**—1955 Triumph Tiger Cub, mechanically perfect, choice of two.  
**£54**—1954 B.S.A. Bantam springer, battery lighting.

**£159**—1957 N.S.U. Prima, self-starter, many extras, as new.  
**£115**—1957 Moby scooter, spare wheel, screen, etc., a real snip.

**£169**—1954 B.S.A. A7 500cc twin springer, with Watsonian Avon sports sidecar, very smart and reliable outfit.  
**£99**—1949 Norton ES2 500cc ohv springer, with Swallow full door c/adult saloon on Velvet chassis.

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Balance by 24 payments of .....£6 0 0

**MATCHLESS** G3LS, 350, complete with dual seat .....£233 18 2  
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## MOTOR CYCLES MISCELLANEOUS

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**REX JUDD**—1955 B.S.A. 650cc A10, swinging arm, black, nice condition; £159.  
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**REX JUDD**—1957 Francis Barnett 250cc, one careful owner, excellent condition; £139.  
**REX JUDD**—1955 Francis Barnett 197cc, swinging arm, black, one owner, 6,000 miles only, many extras. £99.  
**REX JUDD**—1956 Matchless 500cc, G3, good condition throughout, full pannier equipment; £168.  
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**REX JUDD**—1954 Lambretta 125cc, LD good running condition; £79.  
**REX JUDD**—1957 Lambretta 140cc, every conceivable extra, immaculate; £145.  
**REX JUDD**—1958 N.S.U. Prima, 150cc, self starter, 200 miles only, one month old, in every way as new. £179.  
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**REX JUDD**—1954 Ariel Colt 200cc, spring frame, 4-speed, oliv, good runner; £79.  
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**AUBREY BOSWORTH** for all types of new and used motor cycles and scooters; part exchanges and cash terms.  
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**CALLERS** only, motorized cycles from 59p cash (some needing attention), motor cycles from 12p cash (some needing attention), list open 7 weekdays and Saturdays.—Rowland Smith, Hampton (Tube), N.W.3. Ham. 6041. [C1114]

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**RAY KEMPSTER, Ltd.**: 1954 Bond 3-wheeler, £189; 1957 B.S.A. Rocket, £229; 1953 Triumph 5T, £139; 1957 Zundapp Bella 150, £139; 1955 Lambretta LD, £89; 1954 Francis-Barnett Falcon, £89; 1956 B.S.A. C10L, £69; many others: exchanges, terms, insurance, etc.; personal attention, full satisfaction.—344-346, Upper Richmond Rd. West, East Sheen, S.W.14. Pro. 9440. [C1144]

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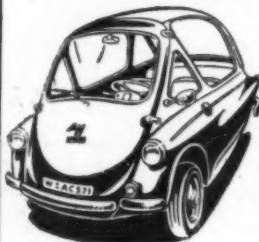
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**GODFREYS, Ltd.**, for A.C. Petite 3-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display advertisement. [C1052/B]

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**£165**—10.—1954 350 A.C. Petite 2/3-seater, blue; £179/10.—1955 ditto; terms, exchanges.—George Clarke Motors, 276, Brixton Hill, S.W.2. Tel. 3211. [C1019]

## A.C. PETITE WANTED

**GEORGE CLARKE** pay most.—276, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

**CLAUDE RYE** urgently require A.C. Petite; top prices paid; h.p. accounts settled.—399, Wilton Rd., S.W.6. Renown 6174. [W1005/B]

## AUSTIN

**COMERFORDS** for new Austin A35s and vans, motor cycles and three-wheelers taken in part-exchange.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006]

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**GLANFIELD LAWRENCE (HIGHBURY), Ltd.**, distributors N & E London; immediate delivery from 28-32, Highbury Corner, N.5. Tel. Nor. 2791. [C1191/B]

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**WHITBYS OF ACTON**—Immediate delivery new, used; h.p. exchanges.—273, Acton Vale, London, W.3. She. 3355. [C1128/B]

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**GODFREYS, Ltd.** immediate delivery Isetta Runabouts; demonstration; terms, exchanges, all depots.—See display advertisement. [C1052/B]

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**ROWLAND SMITH'S** for Bond.

**ALL** models supplied.

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**152** gns.—Bond Minicar 1954 2-seater, spare wheel; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampton (Tube), N.W.3. Ham. 6041. [C1114]

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**BEST** selection, best exchanges, best terms; best buy your new or used Bond Minicar now from **NAYLOR & ROOT, Ltd.**, Motor Cycle House, 25, East Hill, S.W.18. Bat. 2252. [C1089/B]

**BIRMINGHAM Distributors**—County Cycle & Motor Co., 265-6, Broad St. Exchanges welcomed, all spares. [C1024/B]

**KENBOURNE MOTORS**, Bournemouth, 3-wheeler distributors, models from stock, part-ex. welcome.—Winton 1802. [C54]

**GODFREYS, Ltd.**, for Bond Minicar 3-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display advert. [C1052/B]

**KENT**—Distributors for Bond Minicar; delivery from stock.—E. G. Pritchard Ltd., Chalkwell Rd., Sittingbourne. [C0076/B]

**COMERFORDS** for Bond, new models for immediate delivery from stock.—Oxford House, Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). [C1006]

**GODFREYS, Ltd.**, the 3-wheeler specialists; Bond spares, sales and service all depots; see display advert.—Over-the-counter Bond spares service at 427, Brighton Rd., Croydon. Upl. 8275 [C1052/1/B]

**HUMMING BIRD MOTOR CYCLES**, Hertfordshire 3-wheeler specialists, for your new Bond; immediate delivery Mark D and Mark E; easy terms and part exchanges.—39, London Rd., St. Albans. Tel. 54674. [C1045]



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- 1957 VESPA 125 c.c., dual seat, carrier, crash bars, fitted Sports s/c. A low mileage economical outfit. £139
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VERY SPECIAL OFFER  
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## BOND MINICAR

CLAUDE RYE, Ltd., for your new Bond Minicar: immediate delivery; terms, exchanges welcomed. -895-921, Fulham Rd., S.W.6. Renown 6174. (C1105/R)

BOND MINICARS, Lancashire's largest distributors, new and second-hand in stock; call to-day and drive away: exchange, h.p. terms.-Loxham's Garages, Ltd., Motor Cycle Dept., Fishergate, Preston. Tel. 1242. [0523/R]

GLANFIELD LAWRENCE (Finchley) for immediate delivery of new Bond Mk. E. also 1956 Bond Standard 2-seater, brnzn. perfect condition: £199. H.P. terms and Pt. Exchange.-407-419, High Rd., N.12, Tel. Finchley 0091-5. (C1044)

## BOND MINICAR WANTED

GEORGE CLARKE pay most.-278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S, the Bond Minicar buyers.-Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

BOND Mini wanted: cash or exchanges.-Ron McKenzie, 961, Chester Rd., Manchester, Longford 2100. [W1096]

CLAUDE RYE urgently require Bond Minicar: top prices paid; h.p. accounts settled.-599, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

## CORONET

BLUE STAR GARAGES Ltd., sole distributors, 70, Tulse Green Rd., N.W.6. Tel. Swiss Cottage 3460. [0038/R]

WATKINSON MOTORS for immediate delivery; exchanges; free tuition plus all usual facilities.-Stockwell Rd., S.W.9. Bri. 2838. [C1174/R]

DORSET specialists for the Coronet with sports car appeal, reverse optional; terms, exchanges, demonstrations, Dorset area.-Badger Garages, Blandford, Dorset. Tel. 615. [C1166]

## GOGGOMOBIL

SOLE concessionaires for U.K.-Goggomobil, Ltd., 93, 95 Old Brompton Rd., S.W.7. Kni. 7705-6-7-9. [0111]

CORNUAGHT ENGINEERING, England's largest distributors, new and used Goggomobils always in stock.-Portsmouth Rd., Sand. Surrey. Ripley 3122. [0514]

CLAUDE RYE for your new Goggomobil, immediate delivery, exchanges welcomed; terms.-895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

## HEINKEL

COMERFORDS for Heinkel, new and second-hand.-Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006]

SLOCUMBS, Ltd.-New and used models often available; part exchanges cars or motor cycles; h.p. terms.-Wilkesdon 4869/3934. [C1103]

WHITBYS OF ACTON.-Immediate delivery new Heinkel Cabin Cruiser; exchanges, terms.-273, Acton Vale, London, W.3. She. 5355. [C1028]

GODFREY'S, Ltd., for Heinkel 3-wheeler at all depots, including Bushwood Corner, E.11. See display advert. [C1052/R]

CLAUDE RYE, Ltd., for your new Heinkel, immediate delivery; terms, exchanges welcomed.-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

£309 10.-Heinkel 1957 Cabin Cruiser, self-starter, many extras, one owner, grey.-George Clarke Motors, 276, Brixton Hill, S.W.2. Tul. 3211. [C1019]

1957 Heinkel Cabin Cruiser 3-wheeler, one owner, heater, spare wheel, immaculate; choice of 2 from £510, or terms.-Whitbys, 273, The Vale, Acton, W.3. Shepherds Bush 5355. [C1128/R]

## HEINKEL WANTED

GEORGE CLARKE pay most for Heinkel.-278, Brixton Hill, S.W.2. Tul. 3211. [W1019]

CLAUDE RYE urgently require Heinkel; top prices paid; h.p. accounts settled.-899, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

## MESSERSCHMITT

CONCESSIONAIRES for U.K., including spares.-Cabin Scooters (Assemblies), Ltd., 50, George St., London, W.1. Hunter 0609. [0022/R]

GODFREY'S, Ltd.-Appointed dealers all depots, including Leytonstone, E.11. See display advert. [C1052/R]

COMERFORDS for Messerschmitts, new and second-hand.-Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006]

CLAUDE RYE, Ltd., for your new Messerschmitt: immediate delivery; terms, exchanges welcomed.-895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

TESTWOOD MOTORS, main distributors, German trained mechanics, £1,000 spares always in stock, best exchange prices, guarantee and service.-Sallybury Rd., Totton, Hants. Totton 3611. [0221/R]

## MESSERSCHMITT SPARE PARTS

PRIDE & CLARKE stockists.-Stockwell Rd., S.W.9. [S1098/R]

## MORGAN

FAMILY 3-wheeler Morgan, rebuilt 1956 Ford 8 engine; £163; take motor cycle part exchange.-Knott, 51, Diamond Rd., Slough. [7860]

# CAMDEN MOTORCYCLES

THE WIDEST CHOICE. SIMPLEST HIRE PURCHASE TERMS. MOST GENEROUS PART-EXCHANGE ALLOWANCES. IMMEDIATE DELIVERY. NO WAITING. NO FEES. PERSONAL CALLS OR POSTAL DEALS ALL EQUALLY WELCOME.

YOU DO A GOOD DEAL BETTER AT CAMDEN MOTORCYCLES

- 1947 A.J.S. 500 c.c., telex, good tyres, d/seat. £55
- 1948 AMBASSADOR 225 c.c., alarm, d/seat, clean. £77
- 1949 AMBASSADOR 197 c.c., good tyres, clean. £29
- 1955 ARIEL 200 c.c. Cnh, 3 speed, d/seat, var. £49
- 1955 ARIEL 200 c.c. Cnh, very good condition. £79
- 1955 ARIEL 200 c.c. Cnh, spotless throughout. £79
- 1949 ARIEL 350 c.c., 4 speed, telex, good tyres. £49
- 1951 ARIEL 350 c.c., 4 speed, telex, dual seat. £70
- 1949 ARIEL 500 c.c., 4 speed, telex, dual seat. £39
- 1952 ARIEL 500 c.c., telex, s/a, d/seat, clean. £89
- B.S.A. Sand Racer, ex-Fredie Rist. £89
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- 1956 B.S.A. Rantom 125 c.c., springer, good tyres. £79
- 1948 B.S.A. 250 c.c. C11, coil ignition, telex, d/seat. £39
- 1950 B.S.A. C10 S.V., 3 speed, good tyres, clean. £39
- 1951 B.S.A. 250 c.c. C11, springer, good tyres. £59
- 1954 B.S.A. C10L, 3 speed, springer, pillion. £69
- 1954 B.S.A. 250 c.c. C11G, very good condition. £79
- 1955 B.S.A. 250 c.c., choice of 7 V.G. condition, from. £89
- 1947 B.S.A. M30, 4 speed, clean, good runner. £15
- 1948 B.S.A. A7, 4 speed, telex, dual seat, clean. £79
- 1949 B.S.A. M20, 4 speed, telex, dual seat. £59
- 1949 B.S.A. B33, 4 speed, telex, new speedo. £49
- 1952 B.S.A. B33, telex, tyres as new, extra. £69
- 1954 B.M.W. 197 c.c. de Luxe, alarm, d/seat, immaculate. £89
- 1953 EXCELSIOR 98 c.c. Norton, dual painted. £25
- 1954 EXCELSIOR 98 c.c., 2 speed, good tyres, clean. £25
- 1956 EXCELSIOR 150 c.c., 3 speed, springer, extra. £85
- 1957 EXCELSIOR 150 c.c., extra, immaculate condition. £95
- 1958 EXCELSIOR Taimaan, Twin, springer, clean. £45
- 1955 EXCELSIOR Taimaan, very well kept model. £49
- 1956 FRANCIS-BARNETT 150 c.c., low mileage, immaculate. £89
- 1957 FRANCIS-BARNETT 197 c.c., excellent condition. £89
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- 1957 FRANCIS-BARNETT Cruiser 80, 2,000 miles only. £159
- 1954 H.J.H. 197 c.c., 3 speed, springer, extra. £69
- 1954 INDIAN 250 c.c., s/a, d/seat, good tyres, clean. £89
- 1955 JAMES 98 c.c., 2 speed, good clean runabout. £29
- 1955 JAMES 150 c.c., 3 speed, springer, spotless. £59
- 1955 JAMES 197 c.c., 3 speed, s/a, F.V. hub, clean. £69
- 1957 JAMES Commando, 4 speed, trials trim, immaculate. £119
- 1956 JAMES 225 c.c. Villiers engine, s/a, immaculate. £129
- 1959 JAMES 250 c.c., clean, good condition for age. £15
- 1957 LEOPARD 176 c.c., spotless, as new. £139
- 1946 MATCHLESS G3L, good tyres, clean, runner. £49
- 1950 MATCHLESS G80, 4 speed, s/a, d/seat, V.G. condition. £99
- 1955 NORMAN 197 c.c. B28/DL, 4 speed, s/a, dual seat. £105
- 1957 NORMAN 197 c.c., 4 speed, spring frame, excellent. £69
- 1959 PANTHER 220 c.c., 4 speed, Downty forks, clean. £89
- 1954 TANDON 197 c.c. Imp Supreme, low mileage. £59
- 1954 TRIUMPH 150 c.c. Terrier, well looked after. £59
- 1954 TRIUMPH 200 c.c. Cub, 4 speed, springer. £89
- 1954 TRIUMPH Tiger Cub 390 c.c., showroom condition. £99
- 1954 TRIUMPH ST, 4 speed, telex, dual seat, clean. £49
- 1958 TRIUMPH ST, excellent condition for age. £29
- 1959 TRIUMPH T100, 4 speed, d/seat, good runner. £89
- 1958 TRIUMPH T100, telex, d/seat, nice appearance. £69
- 1958 TRIUMPH Trophy, rough looking, good engine. £79
- 1940 VELOCETTE 305 c.c. MAC, fantastically clean. £89
- 1940 VELOCETTE 500 c.c. M88, good tyres, clean. £19
- 1946 ARIEL V8 and 1929 Bavian child/adult sidecar. £75
- 1946 ARIEL V8, clean and Swallow child/adult sidecar. £70
- 1949 ARIEL KGT and child/adult sidecar, V.G. condition. £75
- 1958 ARIEL VV 600 c.c. and Watsonian 2-seater sidecar. £59
- 1953 ARIEL 84, 4, good for age and '57 Canterbury Valiant. £79
- 1946 B.S.A. M30 and '51 Watsonian Avon child/adult sidecar. £75
- 1947 B.S.A. M30, 4 speed and 2-seater sidecar, bargain. £25
- 1950 H. DAVIDSON 750 c.c. and Watsonian Acrol sidecar. £85
- 1945 NORTON 16H and '55 Swallow Tudor child/adult s/car. £29
- 1945 NORTON 16H, clean and Watsonian child/adult s/car. £25
- 1939 ROYAL ENFIELD 600 c.c., good for year, and sidecar. £25

## SPECIAL OFFERS

- 1935 BROUGH 990 c.c. special and Swallow child/adult s/car. £129
- 1956 DIANA Scooter and '57 Demon sidecar, immaculate. £189
- 1954 JAMES 225 c.c. and '57 Watsonian Bambini sidecar. £149
- 1954 ZUNDAPP Bell and matching Zundapp sidecar. £59
- 1951 DOUGLAS VESPA 125 c.c., clean condition throughout. £59
- 1958 MEADOWS Friskypot, 225 c.c. Villiers engine, 60 miles only, ex-T.V. prize, former owner preferred cash to driving experience, immaculate. £485

WRITE NOW TO OUR SPECIAL POSTAL SALES DEPARTMENT

I am interested in a new/used.....  
I have for exchange.....  
Year.....Model.....Condition.....  
For which I would like £.....  
NAME.....  
ADDRESS.....  
MC.28/500

# TYRES ON EASY TERMS

**5/6 FROM**

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**POST 3/6**

**ALL AVON DUNLOP GOODYEAR MAKES FIRESTONE MICHELIN**

**WRITE FOR QUOTATION & PROPOSAL FORM**

Size	Dep.	Cash Price	Size	Dep.	Cash Price
350 x 8 5/6	12	11 0	400 x 8 5/6	23	5 6
250 x 19 5/6	12	19 6	325 x 19 10/4	24	1 3
275 x 19 8/6	13	4 6	325 x 20 10/4	24	1 9
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300 x 20 9/7	13	14 3			
300 x 21 9/7	13	14 3			
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**1/8th Deposit Secures Delivery**

**Write for Proposal Form Post & Pkg. 3/6**

**ALL OTHER SIZES SUPPLIED**

**NEW FOOT PUMPS**

**NEW TYRE GAUGES**

With clip 10-59 lbs. 8/-  
DUNLOP 8/6  
SCHRAEDER 8/10  
Post & Pkg. 6d.

**MOTOR CYCLE PUMPS With Stirrup and Connector**

12in. 14in. 15in. 16in. or 18in.  
Post & Pkg. 11d. 6/9

**3 GALL DRUMS NEW RED CIRCLE OIL**

Despite rising prices still the finest value, in the better oil range. Best quality Light S.A.E. 30, Medium S.A.E. 30, Heavy S.A.E. 40, or in Robbi 32/6 cans. Carr. 8/10

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**MORGAN SPARE PARTS**

MORGANS.—All available spares in stock.—F. H. Morgan, Douglas, Morgan Specialists, 1a. South Ealing Rd., Ealing, W.5. Eal. 0570. [0445/R]

**RELIANT REGAL**

E. S. LONGSTAFF, Ltd.

1955 Regal soft-top, metallic blue, new spare wheel; £239; new Reliants from stock; part exchange and hire purchase welcomed.—E. S. Longstaff Ltd., 88-108, High Rd., Woodford, E.18. Buckhurst 6369. [C1079]

**GLANFIELD LAWRENCE OF FINCHLEY.**

SEE the amazing Reliant Regal Mk. III. Immediate delivery of coupe and hard top saloon, in choice of colours; h.p. terms available; your motor cycle, 3-wheeler or car accepted in part exchange; immediate insurance cover.—407-419, High Rd., N.12. Tel. Finchley 0091-5. [C1044]

**GEORGE CLARKE** for your 1953 Reliant; instant h.p. exchanges—275-9, High St., Acton, W.3. Acton 6545. [C1018]

**SLOCUMBS, Ltd.**—New and used models often available; part exchanges cars or motor cycles; h.p. terms.—Willemden 4869/3934. [C1013]

**GODFREYS, Ltd.** for Reliant Regal 3-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display advertisements. [C1052/R]

**CLAUDE RYE, Ltd.** for your new Reliant; immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174 [C1059/R]

**1955 Reliant Regal 3-wheeler, 750cc watercooled, 4-seater black, nice condition; £225.—**Whitbys, 275, The Vale, Acton, W.3. Shepherds Bush 5355. [C1128]

**DORSET distributors for Regal; immediate delivery** hardtop model, reverse optional; terms, exchanges; demonstrations Dorset area.—Bodger Garages, Blandford, Dorset. Tel. 615. [C1163]

**325 gms.—Reliant Regal, Nov. 1956, coupe, blue,** one careful owner; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

**HUMMING BIRD MOTOR CYCLES, Hertfordshire's** leading distributors for all Reliant Regal models, car comfort at motor cycle cost; easy terms and part exchanges; sales, service and spares; demonstrations anywhere.—39, London Rd., St. Albans. Tel. 54779. [C1045]

**MEETEN'S** for Reliants; Shannon Corner, New Malden, Tel. 5110; immediate delivery latest 1958 hardtop saloon in blue lustre finish, seats 4, exceeds 60, costs £446 6 incl. p. tax, or £433 5/6 in coupe style; free lists, demonstrations, exchanges, longest and lowest permissible h.p. [C1205]

**GLANFIELD LAWRENCE (HIGHBURY), Ltd.,** sole distributors in London for the New Reliant Regal Mk. III—the car on 3 wheels. See it in its up-to-date form—Streamlined, roomier, more comfortable, better performance, synchromesh gear box (reverse optional). Choice of colours; immediate hire purchase, part exchanges, welcomed; Reliant sales, service, spares. Write, 'phone or call for illustrated catalogue. See the Reliant at your home if required.

**GLANFIELD LAWRENCE (HIGHBURY), Ltd.,** Reliant House, 28-32, Highbury Corner, N.5. Nor. 2791. (Showrooms open 9-6 p.m. daily, Monday to Saturday.) [C1191/R]

**RELIANT REGAL WANTED**

**GEORGE CLARKE** pay most.—278, Brixton Hill, S.W.2. Tulse Hill 5211. [W1019]

**ROWLAND SMITH'S**, the Reliant Regal buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

**GLANFIELD LAWRENCE (HIGHBURY), Ltd.,** Reliant distributors, offer top prices for Reliant cars and 5cwt vans; part exchanges or cash; our buyer will call if necessary.

**RELIANT HOUSE**, 28/32, Highbury Corner, N.5. TEL.: North 2791/4. [W1191/R]

**RELIANT REGAL SPARE PARTS**

EVERYTHING for the famous Reliant three-wheelers; we hold the largest stock of Reliant spares and accessories in the country; immediate over-the-counter service or twenty-four hours by c.o.d.; full servicing facilities; stores open a.m. to 6 p.m., Monday to Saturday.—Glanfield Lawrence (Highbury), Ltd., Pellatt House, 28-32, Highbury Corner, London, N.5. Tel. Nor. 2791. [S1191/R]

**THREE-WHEELERS AND CARS WANTED**

**ROWLAND SMITH'S**, the 3-wheeler buyers.—Hampstead High St. (Hampstead Tube), London, N.W.3. Open 9-7 week-days and Saturdays. Ham. 6041. [W1114/R]

**EXCHANGE AND WANTED**

**CONWAY MOTORS** urgently require late motor cycles.—301, Goldhawk Rd., W.12. Tel. Nos. (Sales) Riv. 4821-3. Spares Riv. 5725. [W1021/R]

**PINKS** are keen buyers of all modern machines; really good prices paid for all models in really good condition; h.p. accounts settled; call or tel. without delay.

**PINKS OF HARROW** pay the best prices for the best machines.—Station Rd., Harrow. Tel. 0044-5. [W1099]

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**NEW EX-W.D. 22/6 pair**

With reinforced webbing on back and leather mountings. These are not covered packs but genuine pannier bags, size 14 1/2 x 15 x 8 in. Also heavy quality black, glossy P.V.C. Waterproof Bags 45/- pair. Post & Pkg. 3/6.

# NEW CHAIN

**SAVE MONEY BY FITTING P & C CONTINENTAL GUARANTEED CHAIN AT ALMOST HALF NORMAL PRICE.**

1 x 5/16 5/8 per foot.  
1 x 3/8 7/8 per foot.  
1 x 1/2 1 1/8 per foot.  
1 x 5/8 1 1/4 per foot.  
1 x 3/4 1 5/8 per foot.  
1 x 7/8 2 1/8 per foot.  
1 x 1 3/4 3 1/8 per foot.  
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## NEW SPARES

**B.S.A. VILLIERS TRIUMPH  
AMAL BURMAN ARIEL**  
SPARES SPECIALISTS



**BALL RACES**  
Bantam Flywheel Bearing.  
17/1  
Post & Pkg. 1/-

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Best makes and models in stock.

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363-390/-  
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State full details of machines when ordering.  
Post & Pkg. 2/5.

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ARIEL 350 c.c. £4/9  
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Norton 23 10  
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HUGE STOCK OF NEW SPARES FOR WATSONIAN, SWALLOW, BARBARA, CANTERBURY, B.S.A., SUNBEAM, STREAMLINE, BLACKWELL, BURMAN, RAYEN, LESMILL.

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Polished Alloy complete with nuts and bolts for fitting.  
22/9 set. Post & Pkg. 1/5.

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Very strong, Black painted, detachable all makes.  
18/9 Post & Pkg. 4/-  
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Finest quality. Complete with frames.  
61/6 P. & P. 2/9  
B.S.A. 49/6  
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**SWALLOW SCREENS**  
COMMANDO AND SPORTS MODELS Nos. 181 and 182 as illus.  
55/8 B.S.A. Windscreen 57/6  
Jet 88 Screen 56/4  
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**EASY TERMS**  
10th DEPOSIT AND 6 MONTHLY PAYMENTS

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Phone: BR1 6251 • Grams: PRICLARKE, LONDON  
Hours of Business: 9am to 6pm, Wednesday, 10am to 5pm

**FOR YOUR NEW SIDECARS ON HIRE PURCHASE.**  
RAYMOND WAY, Willenden Lane, Kilburn, N.W.6.  
Maids Vale 6044. Open 9-7, Sat. 9-8  
[M1130/R]

**GODFREY'S, Ltd., for all popular sidescars, all depots.**  
See display advert [M1052/R]

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**POTNEY AUTOS** purchase good post-war machines: immediate cash payment; h.p. accounts settled.—263 Putney Bridge Rd., S.W.15. Tel. Putney 1186. [W1158/R]

**MOTOR cycles** urgently wanted for cash, any make, age, or cond.; highest prices paid for modern machines; h.p. settled.—S. Dille (Motors), Ltd., 574 Forest Rd., London, E.17. Larkwood 1521. [W1030/R]

**CLAUDE RYE, Ltd.,** good clean machines urgently required. Highest possible prices paid in cash on the spot! H.P. accounts settled. If you cannot call, write for labels. We pay carriage. 895-921, Fulham Road, S.W.6. Renown 6174. [W1105/R]

**WHITBYS** urgently want 350 good, clean, post-war cash paid; h.p. accounts settled; if yours is a peach we want it, so send full details or come along now and get the highest price without any fuss.—Whitbys of Acton, Ltd., 273, Acton Vale, London, W.3. She. 5355. [W1128/R]

**G. K. RAE**—If you wish to sell remember that we will definitely pay within 30/- of the full market value for all good modern motor cycles, combinations and scooters offered; h.p. accounts settled and balance paid in cash. If you really earn business and wish to raise the highest possible price for your machines quickly and without fuss, I will pay you to call, phone or write and get our offer established over 35 years and known for courtesy and honest dealing. "Ask your Dad." G. K. RAE, 3, Great West Rd., Chiswick, W.4. Tel. Chiswick 2431. (Beginning at Great West Rd.) [W1107/R]

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**1957 ITOM**: £70; taxed and insured, 1,700 miles. 140mpg.—Tel. Tudor 3552. [7869]

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**MINIMOTORS** and all spares per return of post.—Blays of Twickenham, Ltd., 192, Heath Rd., Twickenham. [O369/R]

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**PRIDE & CLARKE** for Mobylette, the 49cc Master Moped, £45/10/11; pay 1/3 deposit and ride away. Immediate acceptance, tax and insurance included in terms; 24 monthly payments; exchange any make or model; illustrated catalogue free.—158, Stockwell Rd., S.W.9. Bri. 6251. [C1098/R]

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**PRIDE & CLARKE**—New Mobylette spares, quotation, any part by return post; c.o.d.; easy payment.—158, Stockwell Rd., S.W.9. Brixton 6251. [S1098/R]

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**MEETEN'S**, Shannon Corner, New Malden, Tel. 3110 for immediate delivery of the British Villiers engine New Hudson motorcycle; £76/14/6 complete; h.p. terms available; tuition free. [C1203]

**NORMAN**  
£45.—Norman, June, 1956, 98cc Villiers motorcycle, one careful owner, very small mileage, practically as new, taxed, terms, exchanges.—Dille, 574 Forest Rd., London, E.17. [C1030]

**N.S.U. QUICKLY**  
**GIFFS OF SOUTH HARROW** for N.S.U. Quickly: terms, exchanges.—Byron 2484. [C1053/R]

**WHITBYS OF ACTON** for Quickly and all other mopeds.—275, Acton Vale, London, W.3. She. 5355. [C1128]

**HUMPHREYS**—North London distributors for N.S.U. Quickly; full range of Quickly spares and accessories available, counter or c.o.d.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 3325. [C1058/R]

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**OFFICIAL** spares and service depot (home and export)—2, Ruislip Rd., Greenford, Wuxlow 3255. [O526]

**VICTORIA NICKY SPARE PARTS**  
**PALMERS** for Victoria Nicky spares and service.—81, Stanley Rd., Teddington, Molesey 1646. [S1003]

**ZUNDAPP COMINETTE**  
**GIFFS OF SOUTH HARROW**—Immediate delivery part exchanges welcome.—388, Northolt Rd., Byr. 2484. [C1053/R]

**AUTOCYCLE SPARE PARTS**  
**KAYS OF EALING, Ltd.**, Autocycles spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2397. [S1075/R]

**SIDECARS**  
**RAYMOND WAY OF KILBURN**  
FOR your new sidescars on hire purchase.  
RAYMOND WAY, Willenden Lane, Kilburn, N.W.6.  
Maids Vale 6044. Open 9-7, Sat. 9-8  
[M1130/R]

**GODFREY'S, Ltd., for all popular sidescars, all depots.**  
See display advert [M1052/R]

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### NEW P & C "MANX" SUIT

Finest "lightweight" stormproof motorcycle suit. Black P.V.C., welded seams. Jacket belted and lined, covered zip front, breast pocket, wrist fastening and elastic waist trouser with slip-through pockets.

**CASH PRICE £4.5.0**  
or 10/7 dep., 6 mthly. p'ments of 14/-  
With detachable quilted lining £5.15.0  
Post & Pkg. 3/-

### P & C "365" COAT

Black grained P.V.C. 100% stormproof, seams welded. Detachable lining, three pockets. Tummy pad and all fittings.

**THE KEEN MOTORCYCLISTS' COAT**  
**CASH PRICE £7.2.6**  
or 17/9 dep., 6 mthly. p'ments of 23/5.  
Unlined £6.5.- Post & Pkg. 3/11

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100% stormproof. The original black heavy P.V.C. Thorndie self-lined unit. Welded seams, two large pockets, clip ankle and cuff fastening. LADIES OR GENTS. J.K.T. 78/- TRS. 48/- LINING 31/- Sizes 34 to 44in. Size 44, 15/- ex.

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or 14/10 dep., 6 mthly. p'ments of 19/6.  
With detachable quilted lining £7.10.0  
or 18/9 dep., 6 mthly. p'ments of 24/8.  
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### P & C "TROPHY" COAT

100% stormproof. The only Black Double Texture Twill coat of this type. Taped seams, detachable lining, three pockets. Tummy pad. Leg straps and D.R. style skirt.

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**OVER 300 ARMADRAKE AND BELSTAFF COATS AND SUITS AVAILABLE ON EASY TERMS**

### P. & C. FLYING JACKET

Luxurious Sheepskin Lining throughout with Large Storm Collar, Two-tone Grey and Black or Black or Brown only. Belt fastening on hips. Full slip front and a zip pocket and ticket pocket with press stud fastening. REINFORCED 81 AM3 THROUGHOUT. Sizes 34 to 44in. Cash Price £8.19.6  
Waist or hip length. 6 monthly payments of 29/6. Post & Pkg. 3/6.

### TEXAN JACKET

★ Leather grained B.T.P. P.V.C. with white piping or all black.  
★ Hip length.  
★ Lancer style—zip front.  
★ Zip pockets.  
★ Zipper cuffs.  
★ Adjustable side straps.  
★ Heavy quality Tartan wool lining. Sizes 34-44. Post & Pkg. 2/9. £4.19.6

★ P.V.C. with white piping or all black.  
★ Hip length.  
★ Lancer style—zip front.  
★ Zip pockets.  
★ Zipper cuffs.  
★ Adjustable side straps.  
★ Heavy quality Tartan wool lining. Sizes 34-44. Post & Pkg. 2/9. £4.19.6

### ITALIAN GUARDIAN HELMET

B.S.I. tested Italian helmet. Quilted neck curtain. High gloss finish. Black / White and Black / Silver. Post & Pkg. 1/10. 56/6

### ALL OTHER TYPES IN STOCK

### HIDE MITTS

Black Palm, Brown Back, Fleecy type lining. Hard wearing. P.V.C. Backed Mitts, Lamb's Wool lined. 25/6

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## SIDECARS

**1958** Busmar Devon. like brand new; £90.—Below.  
**WATSONIAN** Albion on VG21(2); from £39.—Below.  
**WATSONIAN** Avon on VG21; £42/10.—Below.  
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**WEST LONDON MOTOR AGENCIES** offer the following used sidecars:—  
**1957** Garrard Grand Prix; £65.  
**1954** Canterbury Challenger on VG21 chassis; £45.  
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**1955** Watsonian Ascot on VG21 chassis, with wheel brake; £49/10.  
**H.P.** terms and exchanges.  
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**WING SIDECARS**—For new 30-page price list with practical hints and tips; everything from plans to paint, frames, beatings, windows, celluloid, Perspex, seats, hooding, trimmings, fittings, etc.; send P.O. 2/- and stamp.—Wing Sidecars, 195, High St., West Wickham, Kent. [M1132/R]

**RON MCKENZIE**, 961, Chester Rd., Stretford, Manchester; all types bought and sold; exchanges and terms. [M1098]

**WHITTAKER'S OF BLACKPOOL** for Watsonian, Busmar and Swallow sidecars; immediate delivery from stock.—19, Cookson St., Blackpool. Tel. 24526. [M1139/R]

**PRIDE & CLARKE**—100 new sidecars; large selection used bargains; see display advertisement on page 40.—156, Stockwell Rd., S.W.9. Brixton 6251. [M1098/R]

**MUNDAYS**—London leading sidecar specialists and rider agents for Watsonian, Swallow, Canterbury, Raven, Streamline, Blacknell and Wessex Sidecars.

**MUNDAYS** for second-hands, personal callers only: child/adult saloon, body £9/10; Albion saloon body only £12/10; another £12/10; Garrard S90, complete, £57/10; Watsonian Avon, £49/10; Raven child/adult on Swallow, £52/10; Watsonian Monarch on Kwiklit, £59/10; Raven Cadmore on LX chassis, £52/10; Swallow sports, £35; Canterbury Challenger saloon, £47/10.

**MUNDAYS**—Various others arriving daily, all fitted free; cash or h.p.—124, Dalberg Rd., Brixton, S.W.2. Bri. 5365. [M1107/R]  
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**LONDON SIDECARS**—The 100% specialists. We haven't 200, nor has anyone else. Available: Busmar, all popular models; Watsonian, Monarchs, Monarchs, Avons, VG chassis, Rankin, complete range Canterbury, Venom, Valiant Eagle, exchanges.  
**LONDON SIDECARS**—All sidecars fitted free by experts, 30 years' experience, realignments and refitting.  
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**SLOCOMBES OF NEASDEN** have a magnificent selection of new sidecars to match any model, including Watsonian, Swallow, B.S.A., Busmar, Garrard, Canterbury, Blacknell, Surrey; fitted free by experts; hire purchase terms and exchanges.—239, 271, Neasden Lane, N.W.10 Gladstone 3355—8 lines. [M1115/R]

**FISHERS OF ACTON**—One-third deposit, balance 12, 18, 24 months; Monarch s/seater, body only, maroon, £39/10; Avon on VG21 chassis, choice £2, from £39/10; many c/a, s/a and sports cars always available.—44, Western Ave., East Acton, W.3. Shepherd Bush 5007. 3 mins. Acton Underground. [M1005]

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**BLACKNELL**—Makers of the world renowned "Safety" chassis; see our luxurious range of "Comfort and Safety" sidecars at all leading dealers throughout the country.—Illustrated catalogue from Blacknell Sidecars, Ltd., Tidmas Factory, Alfred St., South Nottingham. Tel. 42183. [M0562/R]

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**BUSMAR** make for best family sidecars.—Write for free illustrated brochure to Busmar, Ltd., Field St., Blackpool. [M1015/R]  
**COMERFORDS**, Surrey distributors for Busmar sidecars.—Delivery from stock, including Astral.—Thames Ditton, Embrook 5351. [M1006]

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**WE SPECIALISE IN SPEEDY GUARANTEED REPAIRS**  
 Spares for LUCAS, E.T.H., MILLER, WICO, VILLERS, etc.

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Your Head repaired, cleaned and reset from Smiths new trip model 70.—Reconditioned non-trip 29/6. Exchange Head D type 19/6. 50 mph.h. non-trip 27/6. Trip model 32/6. Post & Pkg. 2/6.

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Overlander	7' 0"	6' 0"	6' 0"	3' 0"	110/17/8	27/1 35/8
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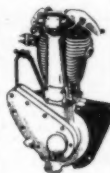
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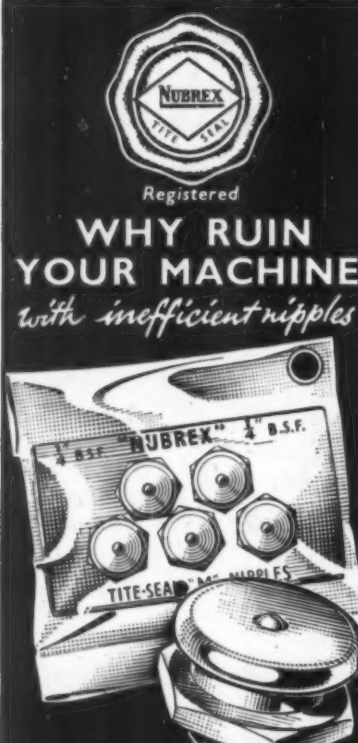
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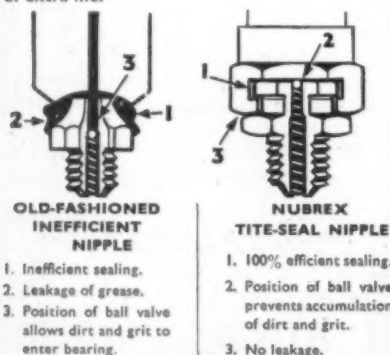
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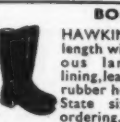


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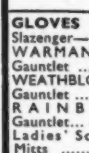
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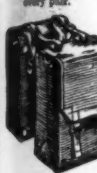
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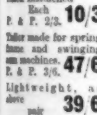
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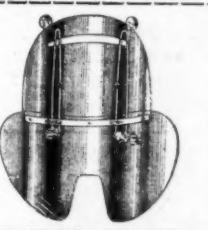
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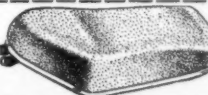
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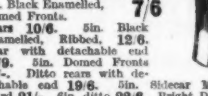
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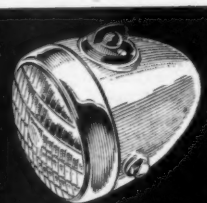
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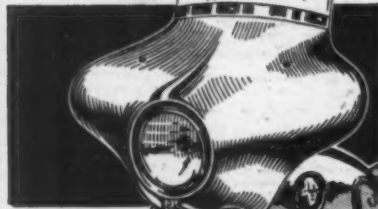
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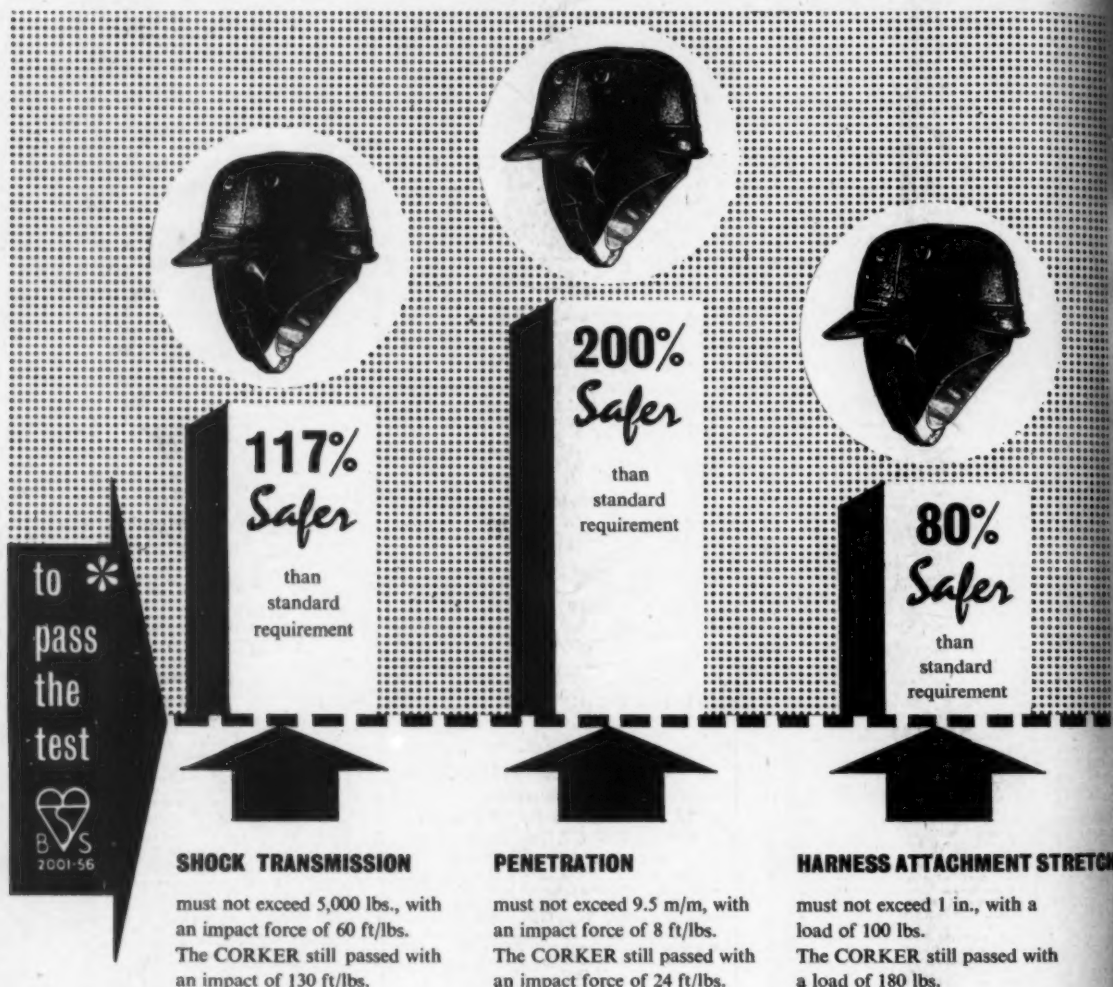


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